

AVIATION

BRITAIN'S AIR POLICY

Case For The Airship

THE FACTS ABOUT THE HINDENBURG

(BY CAPTAIN J.A. SINCLAIR)

During the debate on the financial resolution for the Air Navigation Bill, a prominent statesman informed the House that the question of how to free civil aviation from subsidies was as much a problem to-day as it was thirteen years ago. Subsidies were an "unmitigated nuisance," and impeded the free working of companies. However, as aeroplanes and flying boats (the only form of air transport the people of this country are advised to be interested in) cannot operate without this "unmitigated nuisance," the House voted another £1,500,000 per year for the next thirteen years.

The League of Nations Survey of Air Transport in Europe informs us that in three years the total cost of subsidies for civil aviation to the European taxpayer was £27,000,000. For every kilometre flown passengers paid 4.75 francs, and the State paid 14.50. In some cases the passengers' contribution was practically nil. The Dutch company, the K.L.M., approaches most nearly to paying its way with 76 per cent. of receipts, the British company, 81 per cent.

In return for this vast expenditure, the amount of transport actually carried, we are told, could be stowed in two or three small railway trucks running daily between the South of England and the North of Scotland.

GERMANY'S START

In 1919, Germany produced her first post-war commercial airship, the Bodensee. In ninety-eight days, this airship carried out 103 scheduled flights between Friedrichshafen and Berlin. Then the Inter-Allied Control Commission stepped in, and ordered the airship to be delivered to Italy.

In time, the interdict on German airships was removed. Dr. Eckener, left with empty sheds and no money, went on a lecture tour. He collected 2,000,000 marks and the Graf Zeppelin was built. Three years ago this airship cleared her cost. A second ship, the Hindenburg, is now in service, and a third will be launched next year. All this without subsidy, while for us the problem of this "unmitigated nuisance" is to remain for another thirteen years, or more.

Out of the one and a half million £600,000 goes to Imperial Airways for the development of Empire routes the balance of £900,000 for the North Atlantic.

A flying-boat of 134 tons, and an estimated load of 118,000 lbs., has been visualised for the Atlantic route. At present rates a craft this size will cost £450,000 to £500,000 to build. Operating over the Lisbon-Azores-Bermuda route, and taking fuel, crew, etc., into consideration, her pay load will not be more than 9,000 lbs. Allowing 300 lbs. for each passenger this gives her thirty passengers and no freight. The operating cost

will be something like £2 10s. per mile and the fare to cover this £375 per person.

Seventeen years ago we were the first to fly an airship to America and back; then this historical ship, the R.34, was scrapped.

In 1928, nine years later, the first German airship crossed the North Atlantic, and in 1930 the R. 100 flew to Canada and back—the first and so far only aircraft to make this flight. This British airship of six years ago had the speed and carrying capacity of the present-day Hindenburg, but after making one transatlantic flight was sold as scrap for £450.

A reproduction of the Hindenburg now being built costs £250,000, carrying fifty passengers and 1 tons of freight. The expenditure per flight from here to America, allowing for insurances, overheads, gas, fuel, port charges, etc., etc., amounts to £2447.

PROFIT PER VOYAGE

Allowing only thirty-five passengers at £60 each (less 15 per cent. commission), basis postal revenue on 5 tons of mail, air mail fees, on 5 tons at a penny per half-ounce letter, and 4 per cent. interest on amounts reserved for depreciation, gives a revenue of £3,800, showing a profit of £1,353, or £2706 per round voyage, without subsidy.

These figures are based on the operations of the Graf Zeppelin, and give some indication of what our financial position in air transport across the North Atlantic would have been to-day had we continued with our airship.

The vital factor in air transport is the total elapsed time, whether the journey be broken or continuous.

In the reports of the extended conferences recently held in Washington with respect to the establishment of a North Atlantic heavier-than-air service, one reads the figure of forty-eight hours as the contemplated elapsed time between U.S. and Europe. The amount of payload to be carried is

GOLD MEDAL FOR AMY

In recognition of her many Empire flights, the Royal Aero Club awarded its gold medal to Mrs. Amy Mollison.

not mentioned, but it is agreed that it will be small.

Eight years ago the Graf Zeppelin crossed from the Statue of Liberty to Land's End in thirty-eight and a half hours carrying sixty-three people, 1800 lb., and other cargo. Recently the Hindenburg has crossed in less time, carrying 100 people and ten tons of mail and freight.

The airship is the long-distance transatlantic air transport, and her flights in this sphere have passed beyond the experimental stage. The negotiations that are now taking place indicate that within the next ten years, German, American, Dutch and Japanese airships will be flying the length and breadth of the Atlantic and Pacific oceans.

Taking the figures of flights already accomplished and using a combination of aeroplane and airship, express mail could be delivered in this country in twenty-five hours, and from here to U.S. in thirty-eight hours. There is reason to believe that with the expected increase of speed in airship and plane these elapsed times can be reduced.

Cape Town can be reached in three days, Sydney in seven. Using this same combination of aeroplane and airship our various possessions along the West Coast of Africa, and in the Pacific, can be served, without interrupting the voyage of the respective airship.

In the event of war in Europe the Cape service could then be extended to India and Western Australia and so our Empire Air Services would remain unbroken.

£10,000 AIR RACE

FROM LONDON TO JOHANNESBURG

A sum of £10,000 has been provided by Mr. I. W. Schlesinger, the South African industrialist, as prize money for an air race from London to Johannesburg. The race, open to aircraft and pilots of the British Empire, will start on September 15, the date on which the Empire Exhibition will be opened at Johannesburg, and it is hoped that the winner may reach the finishing point two days later. The Royal Aero Club has agreed to organize and manage the race, which will be flown on a handicap basis.

The route will roughly follow the main route through Cairo, Natal, and Salisbury (Rhodesia). It is likely that in the course of the 4,000 miles there will be only four compulsory landing places, with numerous optional points of call between them, so that long-range machines may take the shortest way between controls and spend the shortest possible time on the ground. The manner in which the private money will be allocated has not yet been announced, but the first prize will be big enough to attract the best competitors not only in Great Britain but in other parts of the Empire. There will also be a special prize for the fastest time irrespective of handicap.

The handicaps are expected to take some account of the commercial qualities of the aircraft as well as of performance since Mr. Schlesinger's object is to encourage high-speed commercial flying. The arrangements will be made so that competitors may leave London at short intervals and may have the time allowances adjusted at the last control—probably Salisbury—so that the first to reach Johannesburg will be the winner. The project has the approval of the Air Ministry and of the Union Government.

Competitors on arrival at Johannesburg will be the guests of the exhibition and municipal authorities. It is hoped that aircraft manufacturers will take this opportunity to show their products to the Union.

CARS OF TO-DAY

Morris Eight

The success, obvious from the number of sales, of the Morris Eight has clearly justified the adoption of what the firm call specialisation in manufacture. It is a car which offers much for the money, writes a correspondent.

The four-door six side-window model saloon has bucket seats in front which, when placed reasonably forward, give quite good entrance here and behind, while the nearside front seat can be tipped forwards. It is also possible for a driver to get in from the nearside with a little manoeuvring. His seat is adjustable while in use; the other is altered by nuts underneath. The floor is flat except for the propeller-shaft tunnel. There is enough head clearance and leg room all round. The screen will open to give a direct view. The instruments are grouped centrally with a good-sized cupboard either side. Each door has a big pocket. There are no ventilators in the scuttle. The spare wheel and luggage grid are behind.

The battery and tools are under the bonnet, and on the offside there are merely the combined large generator and fan—held to the top of the detachable cylinder-head, as is also the horn, the starter, the water lead, and the cam steering box, which is anchored to the side of the frame, the channel being inverted and boxed or reinforced on the outside. On the nearside the water filler, the oil-filler tube, the vertically driven make-and-break and distributor above the head, the coil, the electric petrol pump, and the carburettor are free of access; the water tap, oil diprod and sparking plugs are fairly accessible. The tappets of the side valves can be got at after the manifolds have been dropped.

To drain the oil a plug in the bottom of the base must be undone. The single-plate dry clutch and the three-speed centrally controlled gearbox, which has synchromesh for second and top, form a unit with the engine, the assembly being held on what is termed equi-pole mounting. The gearbox filler and dipstick can be got at merely by lifting a rubber cover. The drive is taken to a three-quarter floating spiral bevel-driven axle by an open propeller-shaft, which has needle roller-bearing joints. The four-wheel brakes work on the Lockheed hydraulic principle; the back brakes only can be applied mechanically by hand. There is a wing nut by the brake handle above the floor boards for adjustment. The springs are half-elliptical, have hydraulic shock absorbers, and the back suspension is underhung. The frame is box-sectioned, the ventilated dynamo has three charge rates, and the ignition is automatic. The electrical equipment is 6-volt.

ON THE ROAD

The engine is, in my opinion, one of the best ever turned out by the firm. Although under 1 litre capacity, it has power with smoothness, there is a bite about its acceleration which is modern, there is no unpleasant drum, and, except when thoroughly abused under heavy throttle opening at very low speed, there is no shake or vibration. On the overrun also the unit behaved well. The weight of the car suits the available power, and it would be a pity to increase the weight for the same engine size, unless perhaps the car had a four-speed gearbox. For economy, a car like this should not be driven flat out habitually,

but only for reasonable spells; but high speed relative to the type of car can be kept up, the engine appears to like it, and this allows a good rate throughout a day's journey. The clutch did its work smoothly and firmly enough. The gear change is simple and handy and straight-through changes can be made with the least delay. The suspension, not unnaturally with a short wheelbase chassis and two rear seats over the back axle, allows some movement to be felt behind, but the car undoubtedly holds the road well and is stable. The brakes were thoroughly efficient, being progressive, even, and powerful. The grading up to the end of the application was good. The rear braking by hand was also effective, and the lever is well devised, giving big leverage and an easy hand grip with a proper angle for the forearm. The three-spoke thin steering wheel allows the instruments to be easily read, and the action proved firm yet. The driver's view is safe and the general control of the car is comfortable, though the accelerator pedal is rather needlessly raised at its after end.

The saloon will do on first, second, and top about 29, 35, and 60 miles an hour, and 50 is reached without effort on the level and can be comfortably held against rising ground. There were two persons on board, the roads were dry, and the breeze was favourable. On the upgraded stretch the 15 was increased to 52, the 30 at the foot of the 1 in 22½ hill was raised to 38, and with a standing start on second at the bottom of the old Dashwood Hill a good climb was made with 24 at the crest. I have allowed for the speedometer reading rather fast; the needle was not always steady.

MOTOR JOTTINGS

MEMBERSHIP OF THE A.A. MOTOR EXPORTS RISING

Number 600,000 Now

A fine record! From very modest beginnings in 1905 the Automobile Association recorded a membership of 600,000 last week. The first hundred thousand was registered in 1920 the quarter-million in 1928, and the half-million in 1933. We offer our sincere congratulations to the committee, to Sir Stenson Cooke, the secretary, and to the exceedingly efficient staff which supports him.

There is a rather noisy minority of motorists which derides the activities of the A.A. and the R.A.C. as representing the private car owner. They are accused of "doing nothing" to prevent "injustice to the motorist." The critics appear to think that the countless new organisations which, mushroom-like, spring into existence "to fight for the rights of the motoring community" will be able to show how supine and ineffective are the methods of the older bodies. We are told that thousands of A.A. and R.A.C. members are resigning in disgust, yet the A.A. during the past few months has been adding to its memberships at the rate of one member for every two minutes of its long working day, and, despite the competition, is still forging steadily ahead.

As in 1905, so to-day the Association remains a fighting organisation; where it, in company with its kindred associations of long standing, differs from some of the newcomers is in realising what is

There is every indication that 1936 will prove a record year for the British motor industry. Several factors contribute to this happy result, but the most noteworthy is that larger cars produced under the stimulus of the horse-power tax reduction in the home market are now finding their way to most of the chief buying centres—at the expense of American manufacturers, whose exports to this country are steadily declining. An official of the Society of Motor Manufacturers tells me that, although full reciprocity of trade in motor vehicles in exchange for primary produce of the Dominions has not yet materialised, New Zealand has given a strong lead in this direction, and there are signs, as reflected in recent orders and inquiries, that Australia, South Africa, India, and British Malaya will follow suit.

and what is not within the bonds of practical possibility.

Upon the whole, however, we do not regard the increase in the number of motoring bodies as necessarily a bad thing. Provided the re conducted with the sole object of assisting their members they may even be welcomed, because they have the effect of keeping the older bodies "on their toes." Even the astonishingly energetic secretary of the A.A. would probably admit that some of his brightest ideas would possibly not have occurred to him if he had not felt that some novelty had to be introduced in order to meet, or forestall, the ingenuity of his competitors.

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GERMAN CLAIM TO COLONIES

Growing Campaign

DR. SCHACHT AS THE DRIVING FORCE

(Special Air Mail Service)

Berlin, June 14.

The address has been circulated which Dr. Eicke, a director of the Reichsbank, delivered last week to the bank officials on the subject of raw materials and colonies. It indicates that Dr. Schacht's thesis that colonies are indispensable for Germany is to be intensively propagated.

Dr. Eicke said that there was no other industrial State in the world which could only balance its trade, obtain raw materials, and pay its debts by its exports of manufactured goods. The purchasing power of Germany in foreign markets was being diminished, and her present total exports of the value of 350,000,000 to 400,000,000 marks a month was already too low to meet all the demands of industry, the need for foodstuffs, and other claims of the national policy. The main object of German exports to-day was to obtain enough raw materials for industry at home. There had, however, been some improvement in world conditions lately, and the Jewish boycott was no longer so effective as it had been.

An examination of the raw material problem, Dr. Eicke continued, led straight to the colonial question. The German need for raw material and for "Devil's" was to a great extent the need for colonies. The territory now held under mandate by other countries could satisfy most of the German requirements with raw materials. The need for fats, for instance, could largely be satisfied from the former German colonies. The cultivation of rubber was possible in German East Africa and the Cameroons, and textile raw materials like wool, cotton, flax, hemp, and jute were found in considerable quantities in the former German colonies. Metals and minerals (such as coal) were no doubt to be found there, and coffee, cocoa, tea, bananas, lemons, and tobacco could be grown.

"After the recovery of our colonies," Dr. Eicke said, "we should within about 10 years be able, by intensive labour and the sinking of considerable capital sums, to produce enough raw material to dispense with a good deal of our own imports from abroad." It was no use, the speaker maintained, for Englishmen and Americans to say that there was plenty of raw material for all, if at the same time Germany was not allowed to acquire sufficient foreign currency to cover immense requirements in raw material abroad. Great Britain, France, Belgium, South Africa, and Australia could renounce the administration of mandated territories without endangering their own supplies. Adolf Hitler (Dr. Eicke concluded) asked for room to live. The quicker the necessary decisions were taken the sooner would the political sky become clear and world trade resume its healthy course.

Dr. Schacht is undoubtedly the driving force behind the rapidly growing movement in Germany for the recovery of her lost colonies. He is understood to maintain that the standard of living in Germany will inevitably be lowered unless this problem is satisfactorily solved, and that the only possible alternative to an early solution is an explosion of which repercussions might be very serious indeed for Europe.

A pamphlet written by Dr. Bauer for the National-Socialist Party explains that the well-known passage in "Mein Kampf," in which Herr Hitler seemed to subordinate colonial ambitions to the realization of German aims in Europe, has been widely misinterpreted. The Führer is stated to be wholeheartedly behind the German demand for colonies.

QUEEN MARY MEDAL FOR PREMIER AND MR. KIRKWOOD

London, June 14.

The Prime Minister and Mr. David Kirkwood, M.P., have each been presented with a large bronze medal struck to commemorate the commissioning of the Queen Mary. Only ten medals are said to have been issued.

KING GEORGE V MEMORIAL AT EMPIRE'S HEART

Appeal Launched By Lord Mayor

PLAYING FIELDS FOR YOUTH

(Special Air Mail Service)

London, June 8.

An appeal to the nation for subscriptions to the fund for the memorial to the late King George is issued to-day by the Lord Mayor of London, Sir Percy Vincent.

Mr. Baldwin will broadcast to the nation on the subject of the memorial in the National programme to-night at 9.30.

In his appeal the Lord Mayor recalls that it was decided at a Mansion House meeting on March 12 that the memorial should take the form of:

"A statue of his late Majesty in London in some noble setting, and

"A philanthropic scheme of a specific character which would benefit the whole country and be associated with his late Majesty's name."

HISTORIC SITE

The appeal continues: "Suggestions in great variety were received from many quarters, and after prolonged investigation and deliberation it was decided that to accomplish the first of these purposes an area of ground at Abingdon-street, in the City of Westminster, immediately opposite to the Houses of Parliament, and in close proximity to the Westminster Abbey, should be acquired, cleared of existing buildings, and laid out as an open space, in the centre of which a statue of his late Majesty should be erected.

"For the second purpose it was decided that the most suitable project was the provision of playing fields for young people and children throughout the country. "The site proposed for the Memorial Statue is historic ground, unique in its associations and incomparable in situation. It faces the Houses of Parliament, to which King George came from time to time in order to open, as a constitutional monarch, the deliberative assemblies of his people; it adjoins the Abbey which is the shrine of the nation's spiritual traditions, the place of his coronation, and the scene of many great events in his life.

"It will be necessary to remove a number of business and official premises which at present occupy part of the site. When these are cleared away new vistas of the Abbey buildings, long concealed, will be revealed, and fresh dignity and beauty will be added to the surroundings of the Palace of Westminster. Here the Memorial Statue will have a distinctive setting on a site specially dedicated to it and over to be associated with the gracious memory of his late Majesty.

WELFARE OF YOUTH

"His Late Majesty had deeply at heart the welfare of the rising generation, and no happier or more beneficent means of perpetuating his memory could be devised than to provide throughout the length and breadth of the land recreation grounds to be known as King George's Fields.

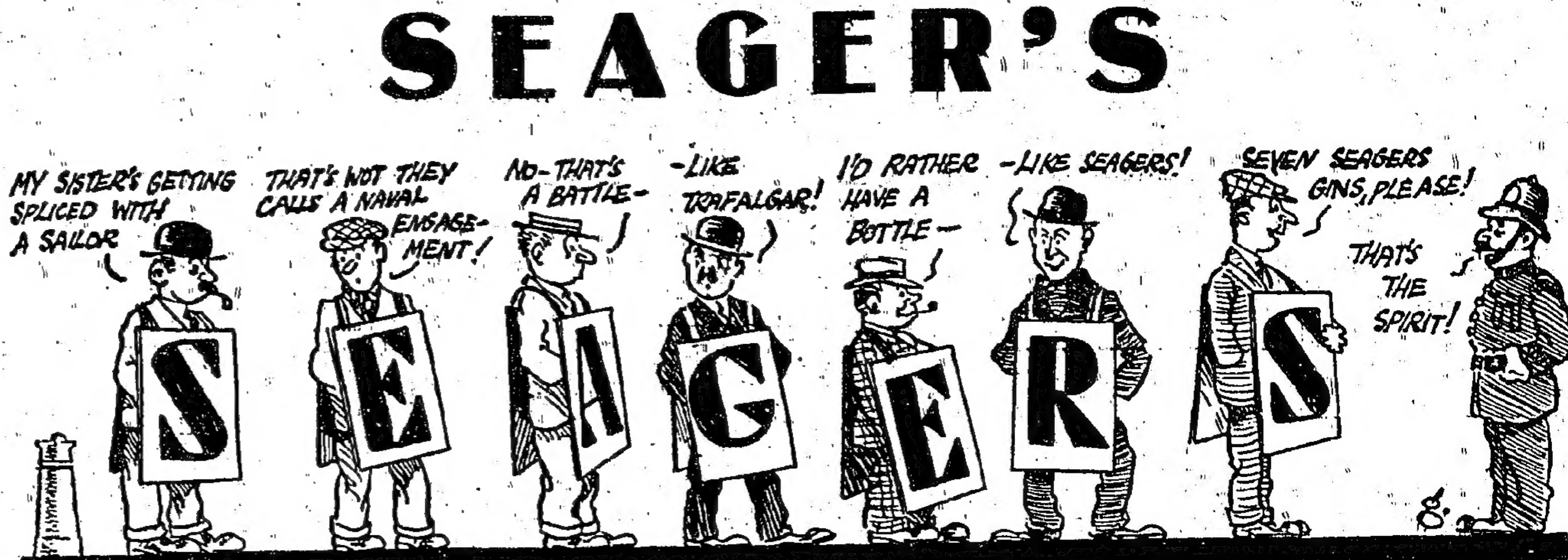
"The project has much to commend it. The need for open spaces to which young people and children can resort for exercise and games, safe from the perils of the streets, cannot be exaggerated. The scheme is a flexible one and can be carried out in each locality according to its requirements; it will enlist local interest and support; it can be helped by gifts of land as well as of money. Each Field would have a distinctive gateway of a uniform type or other appropriate visible commemoration of his late Majesty.

"Through the central fund the more prosperous districts will be able to help those which are less fortunate and whose young people for that very reason stand most in need of such a brightening influence in their lives.

APPROVED BY THE KING

"I am permitted to state that these proposals have been submitted to his Majesty King Edward and to her Majesty Queen Mary, who have been graciously pleased to signify their entire approbation.

"By means of these two schemes it will be possible to commemorate his late Majesty both by an inspiring monument at the very heart of the Empire and also by centres



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The MILWAUKEE ROAD

of health and happiness throughout the land. To carry them into effect a large sum of money will be required, but I rely upon the admiration and affection which all his people cherish for the memory of the beloved King who reigned not only on the throne but in their hearts for a quarter of a century to make their realization possible.

Donations should be sent to the Lord Mayor, the Mansion House, London E.C. 4.

Designs for the statue to be erected have not been decided upon. They will be submitted to the King and Queen Mary. It is understood that simplicity will be the guiding principle.

The design for the commemorative gateways to set up at the entrance to each of the "King George's Fields" will also be sub-

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THAT'S A TALL ONE

London, June 14.

Presumed to be a student, a joker attached a Bell'sha beacon, missing from a street, to the top of the spire of Mitchell Tower on a college building in the University of Aberdeen.

Mitchell Tower is 235ft. above street level, and is reached by mounting a stairway, climbing through a window on to a little balcony and 30ft. up the face of the spire.

mitted to the King for his approval.

Donors may, if they wish, state to which of the two forms the memorial is to take, statue or playing fields; they would prefer their money to be devoted

LORRY LOADING

RISK OF INJURY FROM
GOODS INSECURELY
ATTACHED

Of regulations and orders relating to motor vehicles of all classes there are more than enough. Some of them seem to be applied with unnecessary strictness, while others appear to be honoured more in the breach than in the observance. A good—or bad—example of the latter is Section 62 of the Construction and Use Regulations issued in January, 1931. This lays it down that a vehicle must be so loaded that "no danger is caused, or is likely to be caused, to any person on the vehicle or on the road."

ed, to any person on the vehicle or on the road."

Not a few prosecutions for breaches of this eminently sensible requirement are instituted. For example, if a bale or box evidently fallen from a goods-carrying vehicle is found on the roadway the police want to know why it became detached, and a summons may result. It would, however, be well if the guardians of the law did not wait until the article actually fell off, but, anticipating that occurrence, stopped the driver and insisted there and then on his fixing the load safely. One sees far too many lorries piled high with goods that look as though they were remaining in place only by the direct mercy of Providence. That this quality of mercy is not infrequently strained beyond endurance is proved by the many odds and ends we encounter lying

on the highway on a route much used by the goods carriers.

Even by day these insecurely packed loads are a grave potential danger; at night the risk is much greater, for a driver may come suddenly upon some bulky object reposing in the fairway, and to avoid it—when there is time to do so—many have to exhibit a distinctly high standard of driving. Those responsible for the loading of lorries should be called upon to exercise more rigid inspection of the work, and the police should take prompt preventive action whenever they see a vehicle of which the load is obviously insecure.

Trade Miami Beach home for Brooklyn.—Adv in Miami Herald. "Does that include this bridge?"

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MISCELLANEOUS.

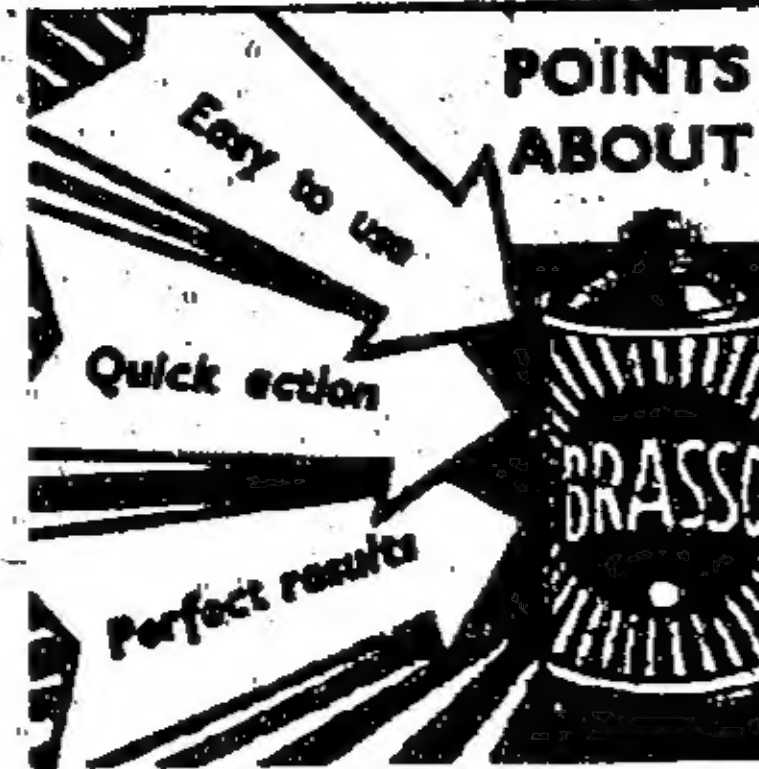
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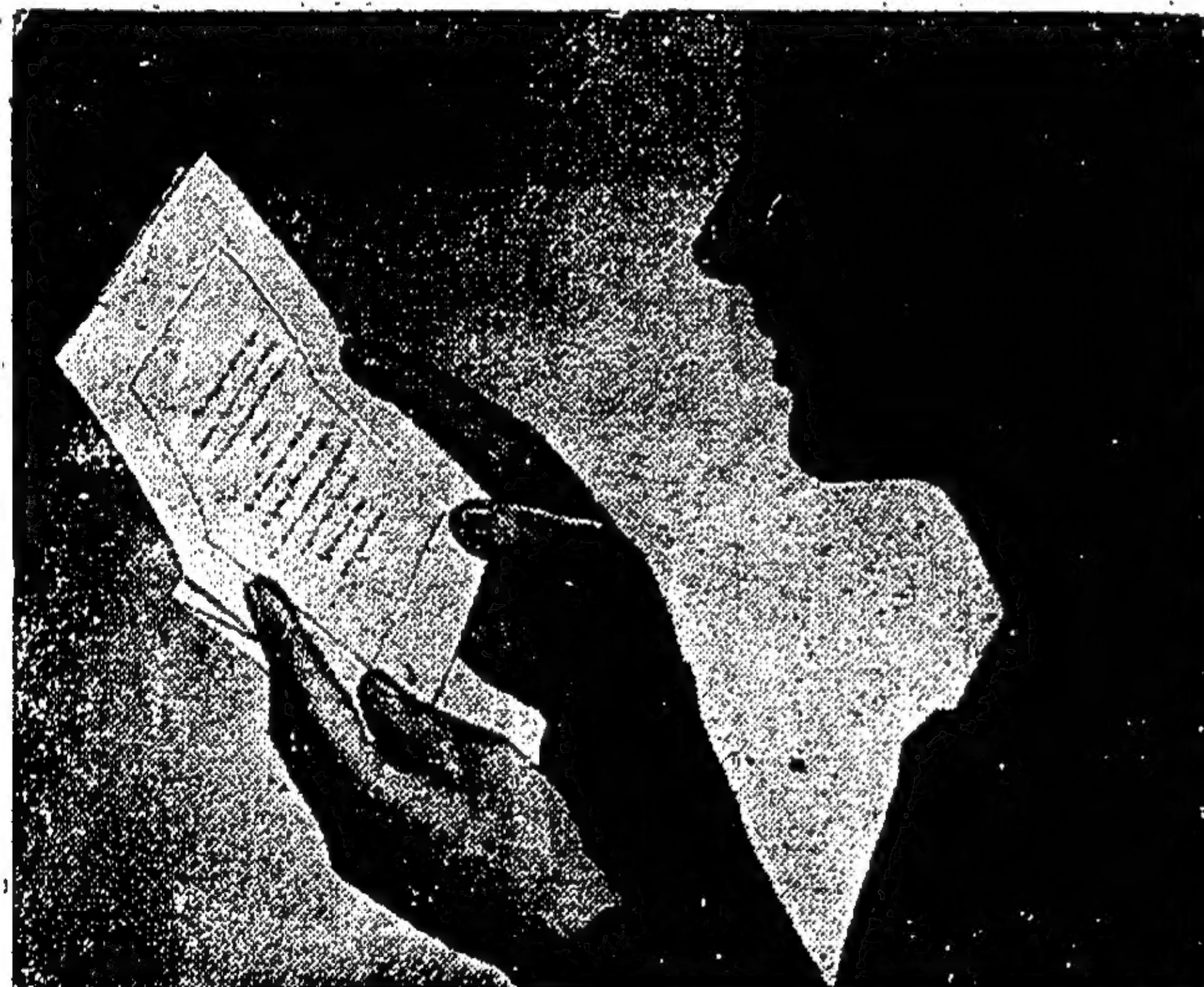
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TO-DAY'S RADIO PROGRAMMES

BROADCAST BY Z.B.W. ON 355 METRES

12.30 to 2.15 p.m.—European recorded programme.
12.30 p.m.—The Band of H.M. Coldstream Guards.
1 p.m.—Local: Time Signal and Weather Report.
1.03 p.m.—A Light Concert.
1.30 p.m.—Reuter Press Bulletins.
1.35 p.m.—Variety and Dance Music.
2.15 p.m.—Close down.
4 to 5.45 p.m.—Chinese programme.
5.45 to 11 p.m.—European programme.

5.45 p.m.—A Relay from Daventry Big Ben: Trooping the Colour. Celebration in honour of the birthday of His Majesty the King. Trooping the Colour in the Horse Guards Parade including a commentary by Major J. B. S. Bourne-May (late of the Coldstream Guards). From the Horse Guards Parade, Whitehall, London.

7 to 7.15 p.m.—Musical Comedy Vocal Gems—The New Moon. Songs: To shield the husband's honour—"Helen." O Divine Couple—"Helen." Friedel Schuster (Soprano).

7.15 p.m.—From the Studio: Talk: "The King's Personality" by Sir William Hornell.
7.20 p.m.—Fantasia on Melodies of Johann Strauss (Weber).
7.30 p.m.—Cinema Organ Music.

7.30 p.m.—Parade of Parades—Selection—Quentin M. Maclean.
7.40 p.m.—From the Studio: A Pianoforte Recital by Nura Kanis.

PROGRAMME
1 Variations on a "Russian Folk Dance"—Beethoven.
2 Barcarolle.—Friedman.
3 Minuet.—Friedman.
8 p.m.—Local: Time Signal, Weather Report and Announcements.

8.03 p.m.—Songs by Alfred Piccaver (Tenor)
1. Thank God for a Garden (Del Riego).
2. Roses of Picardy (Haydn Wood).
3. Trusting Eyes (Gartner).
4. I Heard You Singing (Coates).
8.15 p.m.—George Scott-Wood (Piano-Accordion)

1. Speak to me love (Lenoir).
2. Stars over Devon.
3. In a Little Gipsy Tea Room.
4. Lulu's Back in Town.
8.30 p.m.—The London Palladium Orchestra

Everybody's Songs (arr. Geeth).
The Rose—A Selection of English Melodies (arr. Myddleton).
Amina (Lincke).
Animal Antics—Novelty Intermezzo (Wark).
Princess Elizabeth (Crean).
March Review Medley (arr. Wolschach).

9 p.m.—A Relay of the Daventry News Bulletin and Announcements (Copyright by Reuter).
9.20 p.m.—Military Band Music
Pomp and Circumstance March No. 1 (Elgar).
March Lorraine (Ganne).
Softly awakes my heart ("Samson and Delilah") (Saint-Saens).
War March of the Priests (Mendelssohn).
Kirkby Malzeard Sword Dance—Folk Dance (Cecil Sharp).
The Flamborough Sword Dance—Folk Dance (arr. Cecil Sharp).
Nautical Moments (arr. Winter).
Hobomoko—Intermezzo (Reeves).
Wedding of the Rose (Jessel).
10 p.m.—Big Ben from Daventry.
10 p.m.—From the Studio

A Variety Programme by Lee Wong (Vocal); Harold Leong (Violin); Colleen Parker (Vocal) and Doreen Ma (Piano).

PROGRAMME
1. Songs—With all my heart. Georgia on my mind.—Colleen Parker.
2. Violin Solos—Tiddlin' Along with you. Sweet Music. You took my breath away.—Harold Leong.
3. Songs—My Heart and I. Moonburn.—Lee Wong.
4. Violin Solo—Indian Love Call.—Harold Leong.
5. Songs—Medley: Speaking Confidentially. Give me a heart to sing to. I'm in love all over again.—Colleen Parker.
6. Violin Solos—

10.30 p.m.—Sign Off.
7. Song—What a difference a day made.—Lee Wong.
10.30 p.m.—Dance Music by The B.B.C. Dance Orchestra.
11 p.m.—God Save The King. Close down.

12.30 to 2.15 p.m.—European recorded programme.
12.30 p.m.—The Band of H.M. Coldstream Guards.
1 p.m.—Local: Time Signal and Weather Report.
1.03 p.m.—A Light Concert.
1.30 p.m.—Reuter Press Bulletins.
1.35 p.m.—Variety and Dance Music.
2.15 p.m.—Close down.
4 to 5.45 p.m.—Chinese programme.
5.45 to 11 p.m.—European programme.

5.45 p.m.—Call DJQ, DJA, DJB (German, English).
German Folk Song.
5 p.m.—Hitler Youth Programme: National Summer-Solstice Festival of the Hitler Youth.
5.30 p.m.—News and Economic Review in English.
5.45 p.m.—Musical Miniatures. Arranged and conducted by Eugen Sonntag.
6.45 p.m.—News and Economic Review in German.
7 p.m.—Concert of Light Music.
8 p.m.—News in English—Sign off DJQ.

8.15 p.m.—Greetings to our listeners in New Zealand.
8.20 p.m.—Little German Broadcasting ABC.
8.20 p.m.—Concert of Light Music (continued).
9 p.m.—Sign off DJA and DJB (German, English).
9.05 p.m.—Call DJA, DJB, DJN (German, English).
German Folk Song.
9.10 p.m.—Greetings to our listeners in the Dutch East Indies.
9.15 p.m.—News and Economic Review in German on DJA, DJB, DJN.

9.30 p.m.—Hitler Youth Programme: The National Summer Solstice Festival of the Hitler Youth.
10 p.m.—News and Economic Review in English on DJN and in Dutch on DJA, DJB.
10.15 p.m.—To-day in Germany. Sound Pictures.
10.30 p.m.—English Love Songs from the Time of Queen Elizabeth.
Marie Beutner, Soprano.
10.45 p.m.—"A New Generation is on the March!" Music and Poetry.
11.30 p.m.—Famous Artists: Richard Klemm, Cello. Sonata A major by Boccherini. I rest part from the Sonata by Grieg: "Stucke im Volkston" by Robert Schumann.
12 midnight.—Close DJA, DJB, DJN (German, English).

5.30 a.m.—Breakfast Hour of News and Music—English and Spanish Current Events and Vaudeville of the Air, conducted by Don Alva.
7 a.m.—Sign Off.
9.30 a.m.—Nelson Financial Review and Musical Varieties.
11.30 a.m.—Sign Off.
2.30 p.m.—Nelson Financial Review and Musical Varieties.
3.45 p.m.—Sign Off.
6 p.m.—Song and Movie Magazine of the Air, sponsored by the Literary Song-Movie Magazine.
6.20 p.m.—Spanish Informational Period.
6.35 p.m.—English Informational Period.
6.55 p.m.—Stock quotations, through the courtesy of Swan, Culbertson and Fritz.
7 p.m.—To be announced.
7.30 p.m.—Philco-Frigidaire Presentation featuring "Tarzan of the Apes".
7.45 p.m.—Dinner Music.
8.15 p.m.—Commercial Monitor.
8.30 p.m.—A Voice and Two Guitars—Carmela Hernandez, with Sarmiento and Ray.
8.45 p.m.—Stock Quotations and Local Market Reports.
9 p.m.—"Sampaguita," conducted by Remigio Mat. Castro.
9.30 p.m.—Chamber Music Programme.

London, June 5.
The Chosen Corporation announces that Mr. Rubinstein has been detained in Japan on the affairs of the company and will not be back in England till towards the end of this month. The extraordinary general meeting, which the directors propose to hold so that a statement of the position of the company may be placed before shareholders, cannot, therefore, take place as soon

as the directors had hoped, but it will be called in the early part of July as soon as possible after the return of Mr. Rubinstein and Mr. Portman.

as the directors had hoped, but it will be called in the early part of July as soon as possible after the return of Mr. Rubinstein and Mr. Portman.

ANY LETTERS
FOR YOU?

POST OFFICE NOTICE

E. S. Abdulkayum, Adamson (Gillman & Co. Ltd.), H. A. F. B. Archer (Miss K. F. Aris), Miss M. A. Burnett, L. G. Burrell (Metropolitan Ballroom), Mrs. A. H. Butler (c/o Lloyds Bank, Ltd.), H. Campbell, Carley & Co., H. C. Chen, A. L. H. Clarke, C. J. Clark, Mrs. Cole, G. M. Cornfield, Mrs. L. G. Cuming, Miss K. E. Duncan, Eastern Handicraft Trading Co., Aurelia Fuentes, Miss Mary Blake, Augusto C. Gomes, Mrs. J. Gonsalves (Centre Hotel), F. C. Goodman (Generating Station), G. H. Gordon (St. John's Salvage Co.), S. Hancock (as Nancy Moller), Miss W. Hardman, T. Higham (Architect), Hong Kong Soaps, Ltd., Dr. D. R. Jacob, Faustino Araujo Joalinho, Mrs. E. A. Jones, E. O. Jones, Lapique & Cie, Albert Chung Lau (Oriental Hotel), A. Madden, H. Markesun (as Brajara), Jackie Matheson (c/o Codberg), C. R. Mellor, Felix C. Mendes, Mrs. G. M. Moller, M. M. Montague, Harold Munro, Nanyo Soko Kaisha, Nara Ghindim Machinery Works, George Paul, Raymond Flat, A. C. Ranelli (Professeur de Langue Italienne), D. Randle, Mrs. R. Roberts (c/o B.C.C. Co.), Jose F. Rodrigues, Rolph & Co., H. C. Rowland, Runne Shaw (Messrs. Shaw Bros.), A. Shellard (m.v. "Williamette Valley"), Francisco X. M. da Silva, Albert Silver (c/o Matson Line Docks), Mrs. A. M. Smith (s.s. City of Vancouver), F. Smith & Co., L. G. Starkoff, Miss A. M. Todd (American Methodist Mission), W. S. Toller, G. Tomkins, G. R. Turrel, United States Drug Store, W. A. and T. R. Vernon, Mrs. M. D. Van Driest, V. A. Vasilieff, Mrs. A. Warton, L. Waters, Wong Tit Fai.

REGISTERED ARTICLES

Anjab Ali (s.s. Kalampak), C. Chambers, Director Journal Chung Hin Man (52, Volvylutau), Miss Violet Chung (1729, Avenue Road, 23 Welcome Terrace), Deutsch Asiatische Bank, R. F. Forbes, Anna W. S. Jacques (Parcel), T. K. Kai Yeung, Sze Kai Electrical Co., Tsanyowang (Money Order).

RADIO TELEGRAMS

Frances Cooper Krenlin from Shanghai.
Miss Eve De Kantzow, Hong Kong Hotel from Pres. Hoover.
Fluoric from Shanghai.
Wolkart Brothers from Haiphong.

"THEY'RE OFF!"
HOW THE STARTING
GATE WORKS

Although the starting gate has been a common sight on many race-courses for a number of years, there are probably few people who appreciate exactly how it works.

The idea of the modern starting gate was originally brought from Australia in 1900, and a standard type was finally adopted by the Jockey Club for use on British race-courses in 1929, over 300 gates being fitted all over the country in time for the first meetings in that year.

The gate itself is quite simple in operation. It is worked by wire strand, and the ropes leading from post to post, known as the barrier, are of a special kind of hemp. The motive power for raising the gate, is provided by a number of lengths of strong elastic that run diagonally between the back and front posts on each side. When the barrier is lowered, the elastic is stretched very taut by means of a winch; immediately the catches are released, the elastic springs and draws the barrier up and away from the horses by means of a bar set at an angle. The starter from his platform operates the barrier by a foot or hand lever.

There are 48 race courses in Britain run under Jockey Club rules, of which 34 are equipped with the hemp ropes of Thos. & Wm. Smith Ltd., whilst practically all the 55 race courses under National Hunt rules use this concern's wire-rope and strand. The gate used at Aintree for the Grand National is the widest in the world, and a few years ago no less than 66 horses lined up for the start.

As the directors had hoped, but it will be called in the early part of July as soon as possible after the return of Mr. Rubinstein and Mr. Portman.

LAMBERTS AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by

PUBLIC AUCTION

ON

FRIDAY, JUNE 26, 1936

COMMENCING AT 2.30 P.M.

At Their Sales Room,
DUDELL STREET

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—

Chesterfield Suites, Black Wood Ware, Teak Bed Room and Dining Room Furniture, Rattan Ware, Office Furniture, Steel Filing Cabinet, Typewriters, Sewing Machine, Gramophones & Records, Rugs, Carpets, Porcelain Cigar Safe, Oil Paintings, Pictures, Ornaments, Electric Table Fans and Lamps, Cutlery, Silver & E. P. Ware, Bronze and Brass Ware, Cloisonne Aluminium Ware, Porcelain and Glass Ware, Washing Machine, Geysers, Cooking Stoves, Curios, Ice Chests, Filters, Curtains, Linen, Billiard Cush and Balls, etc., etc.

ON VIEW FROM THURSDAY,
THE 25th JUNE, 1936.

TERMS:—CASH ON DELIVERY

LAMBERT BROS.,
AUCTIONEERS.

OBITUARY

Mr. W. Evans

London, June 15.
Mr. W. Evans, late Resident Councillor, Penang, died suddenly at his home, Glerthorne, Wye, Kent, on Monday, at the age of 75.

William Evans was educated at Bradford Grammar School, and at King's College, Cambridge. He joined the Civil Service of the Colony of the Straits Settlements after competitive examination in 1882. After holding various appointments, he was selected to go to the Transvaal in 1904 to organize the Chinese labour for the Rand, and for his services he received the thanks of the Government of the Transvaal. He had been a member of the Executive and Legislative Councils of the Straits Settlements. In England he was a J.P. for Berkshire, a member of the Croydon Borough Council, and he had held a commission in the 1st Volunteer Battalion, The Royal Berkshire Regiment. His wife, who died in 1923, was Matilda, second daughter of Mr. William Turner, of Putney and Crawley. They were three children, one son and two daughters.

Scots Doctor's Death

The mysteriously sudden death of Dr. J. S. Webster at Bunting Kuala Lumpur, on Sunday has led to the suspicion of poisoning. Dr. Webster was born in Shanghai, but has relatives in Edinburgh and Aberdeen. He was buried after a post-mortem examination, the results of which have not been revealed.

HE DIRECTED ANZAC
LANDINGDeath Of Admiral Thureby,
Of Dardanelles Fame

London, June 1.
Admiral Sir Cecil Fiennes Thureby, whose death at his home at Dorrington, Shropshire, at the age of 75 was announced yesterday, had a distinguished naval career extending over 46 years.

He was in charge of the landing of the Australian and New Zealand forces at Gaba Tepe, Dardanelles, in 1915, for which he received the K.O.M.C.G., and a year later was given command of the British Squadron in the Adriatic.

Afterwards he was Commander-in-Chief in the Eastern Mediterranean, and he retired in 1920 after a year as Commander-in-Chief at Plymouth.

A year ago he was awarded a good service pension of £300 per year.

SELECT ENTERTAINMENT

QUEEN'S

TODAY ONLY AT 2.30, 5.15, 7.20 & 9.30 P.M.

If the world is sane...
then they're completely mad!

Margaret Sullivan

"The Moon's Our Home"

with **HENRY FONDA**
CHARLES BUTTERWORTH

Walter Connolly, Gertrude Greenaway, A. Walter Wanger Production

NEXT CHANGE
W. O. FIELDS in "THE EAGLE'S BROOD"

TO-DAY & TO-MORROW

MAJESTIC THEATRE

At 2.30, 5.20, 7.20 & 9.20 P.M.

Red-Hot Rhythm...Cold-Blooded Murder...and Bitter-Sweet Love!

BROADWAY HOSTESS

Wini Shaw

PHIL REGAN, GENEVIEVE TOSIN, LYLE TALBOT, ALLEN JENKINS

Thursday:—WILLIAM POWELL in "RENDEZVOUS"

STAR

FINAL SHOWINGS TO-DAY

WHO'S THE GENT WITH THE GLASSES? You've guessed it! Harold Lloyd, himself, in his funniest picture!

HAROLD LLOYD

The Milky Way

A Paramount Picture with
ADOLPHE MENJOU
VERREE TEASDALE
HELEN MACK
WILLIAM GARGAN
GEORGE BARBIER
DOROTHY WILSON

Directed by **LEO MCCAREY**

ADDED ATTRACTION
"POPEYE THE SAILOR" CARTOON

TO-MORROW & THURSDAY
W. O. FIELDS in
"MAN ON THE FLYING TRAPEZE"

THE EAGLE'S BROOD

Clarence E. Mulford's out-door story, "The Eagle's Brood" comes to-morrow to the Queen's Theatre, starring William Boyd and Jimmy Ellison.

"Eagle's Brood" is the second in the "Hopalong Cassidy" series to come to the screen and deals with more adventures encountered by Happy and his pal Johnny Nelson, as they serve as deputy peace officers in the old south west. Cassidy's general job is to enforce law and order in a town in the grip of a reign of terror, ruled by

YIH HAI-SEN MEMBER OF "AXE CORPS"

Tsingtao Visit Made Public At Nakayama Trial

COURT AWAITS JUDICIAL LABORATORY REPORT

Shanghai, June 17. Yih Hai-sen, alias "Little Cantonese," one of the three men now held by the police on the charge of the murder of H. Nakayama, a Japanese marine, on November 9 last, had connections with a loafer gang known as the "Axe Corps," according to a statement made by Mr. T. S. Lea, Assistant Municipal Advocate, in the First Special District Court, yesterday.

Yih admitted that he was arrested by the Chinese military in 1934, but said he and all the others were released after being detained for over a month, as there was no evidence against them.

The result of a visit paid to Tsingtao by police detectives was unfolded before the Court by Det. Sub-Inspector Crowther, of Duxwell Road Station, who produced a suit of dark blue foreign-style clothing, a photo of Yih Hai-sen, and a letter, all of which he obtained in Tsingtao with the assistance of the Public Safety Bureau there. Witness said it was seen that, after the Darroch Road crime, Yih Hai-sen had money, as he entered into partnership with Tang Shek in the Vienna Cabaret in Tsingtao. According to Tang Shek and another man called "Dinky," Yih Hai-sen at first offered \$1,000 as his investment in the business, but later he produced only \$500.

CONNECTIONS WITH JACK

Regarding the connection between Yih Hai-sen and Jack, a Korean, Inspector Crowther stated that the letter found in Tsingtao showed it was written by men named Costa and Lee, introducing the Korean to Yih. The latter had denied knowing the Korean, but

a lawless band, while his particular mission is to keep a promise made to an ex-bandit to find his missing grandson.

Penty of excitement, speed action, heart stirring drama, gun shooting and spectacular horse-manship are the featured high spots in the action film. William Farnum, George Hayes, Addison Richards, Dorothy Revier, and Joan Woodbury are in the cast.

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"The Prisoner of Shark Island"

QUEEN'S:—
"The Moon's Our Home"

ORIENTAL:—
"Bohemian Girl"

Kowloon

ALHAMBRA:—
"The Prisoner of Shark Island"

MAJESTIC:—
"Broadway Hostess"

STAR:—
"The Milky Way"

Coming

KING'S:—
"Where's George?"

QUEEN'S:—
"The Eagle's Brood"

ORIENTAL:—
"Gentlemen Are Born"

ALHAMBRA:—
"Top Hat"

STAR:—
"Man On The Flying Trapeze"

MAJESTIC:—
"Rendezvous"

"WHERE GEORGE?"

"Where's George?" which is now showing at the King's Theatre, is much more than a Sydney Howard comedy. It has all the uproarious situations and the neat gags associated with Howard's work, but in addition it gives the Yorkshire comedian the opportunity of playing a definite character.

Alf Scodger, blacksmith of the Yorkshire village but hen-pecked by his wife, fervent supporter of his village rugby team, but timid when it comes to a clash with the Lancastrian side, is more than a figure of fun. He has the underlying pathos which has made Chaplin and the really great comics so irresistible. He is the "Little Man" of Yorkshire.

This departure from the routine of knock-about Howard comedy is due mainly to Walter Greenwood, the brilliant young Lancashire author, who wrote the story. He was the man who, while unemployed, wrote "Love on the Dole"—sensationally successful alike as a novel and as a play—and he knows the North as only a native can do. The story he has written for Howard is not only outrageous, but funny, but also richly human.

"I feel Howard has never been given a real chance to build up a character on the screen," he says. "This is what I have tried to do. Up to now he has been mainly a foil for the gag-men. I am trying to create a definite character."

"Where's George?" is the first film subject he has written, but it will not be his last.

from this letter, which was obtained from Yih's brother-in-law in Tsingtao, it was not so.

Mr. T. S. Lea said that during the period of remand, investigations were made on a number of points in accordance with the Judge's order. One concerned the movements of Chow Zee-yoon, the third accused, in November last. According to Chow, he remained at home, but his tenant said he frequented dancing halls in that month.

Yih Hai-sen denied that the money invested in a Tsingtao cabaret was his, saying his wife, Zung Kwel-ching, produced the money for him.

Li Hung-ping, a watchman in the Fing Lok Li Alleyway, Darroch Road; Yao Tseng-ting, a guard at the Nanyang Cabaret; Mee Pao-ching, an inspector at the Moon Palace Cabaret; and Tseng Yuan also gave evidence. The second witness said the Nanyang Cabaret was opened on November 3 last year, contrary to Yih Hai-sen's previous statement that he was present at the opening on November 9.

After questions about two threatening letters sent to a Chapel school principal, the hearing was again adjourned sine die, the Judge mentioning that he was waiting for reports from the Chenju Judicial Research Laboratory on a book, a pistol, and a spent bullet which had been sent there for special examination. (N.C.D.N.)



THE STORY OF LOUIS PASTEUR

"Warner Bros. have made a truly great picture. It stands among the significant works of the screen. Told in such fashion as to grip every audience it will reach, 'The Story of Louis Pasteur' is headed for big acclaim. Profoundly stirring as sheer drama, it will widen the range of picture venturings. Muni is superb. Seldom has a picture preview shown so strongly shared interest of men and women. Men were 'openly' in tears of emotional response throughout the audience."

"THE PRISONER OF SHARK ISLAND"

With a sweep and realistic power probably never before approached by motion pictures, 20th Century-Fox brings to the screen in "The Prisoner of Shark Island," now at the King's & Alhambra Theatres, the true story of the most tragic figure in America's history.

He is Dr. Samuel Alexander Mudd, long condemned as one of the Lincoln conspirators, and who now, in the light of facts revealed in the picture, appears as a man unjustly sentenced to a "living death," a hero whose courage and self-sacrifice have found few equals in fact or fiction.

Warner Baxter is the leading player of this drama, which opens after the Civil war with the assassination of Lincoln. John Wilkes Booth, whose leg was broken in the leap to the stage, flees into Maryland to receive aid from a simple country doctor.

When the fury of the nation over this crime is unleashed, Baxter is arrested, tried with Booth's accomplices and sent to an unknown fate on Shark Island, a fortress-prison on a sunbaked reef in the Caribbean.

Fascinatedly hated by the men who guard him, degraded, beaten, chained to his cell, Baxter attempts escape. When he is recaptured, Baxter is subjected to solitary imprisonment in a filthy cell, until the scourge of yellow fever hits the island. With the medical officer sick, the fever raving, the commander of the garrison, Harry Carey, turns to Baxter as his last desperate resort.

How he copes with rebellious soldiers, forces fearful ship-captains to bring him supplies, and finally wins the gratitude of the men of Shark Island and freedom for himself is revealed in the astounding, action-filled climax of the picture.

THE MILKY WAY

There is no such word as impossible in the lexicon of Hollywood. When the impossible threatens to stump the studio technicians, they calmly proceed to do it.

Last of the Hollywood miracles to be recorded is the beautifying of a blonde equine. The idea was to make her look coyly at Harold Lloyd during certain scenes in his new Paramount comedy, "The Milky Way," which is at the Star Theatre.

Agnes is the horse's name. She was pretty good as nags go. But one thing she could not be coerced into: she could not change her features so they would break into a grin of affection when Lloyd appeared.

So far as the cameras were concerned, Agnes was sweet of manner, but harsh of features. Director Leo McCarey called a conference. The members of the makeup department "sat in." A decision was made.

The beautifiers went to work. They did things to Agnes' eyes. They lifted the muscles of her face

INDIA AND THE FILM

MAKING THE MOVIES

(Special Air Mail Service)

London, June 15. According to a rough estimate India, with a population of 300,000,000, has at present some 700 cinemas wired for sound. By way of contrast England, with a population of some 40,000,000, has over 5,000 picture-houses, with an estimated seating capacity of 2,200,000—the highest in Europe. Some reasons for this slow progress in the East are obvious enough. If it is to pay in India, for instance, a sound film must be made in three languages, which adds greatly to its expense. Again, the lack of suitable buildings makes the travelling film show a necessity, but the cost of transport of standard equipment by rail is high and subject to heavy restrictions. Now, however, according to "To-day's Cinema," there is a project for making "the movies" more mobile and more accessible in India by a wide use of "non-flam" or substandard film.

The cost of manufacture would be lowered, and the whole apparatus required for projection could be taken from place to place in a small car. Mr. Y. A. Fazalbhoy, who has come to his country to look for substandard films of the right kind, is negotiating with Gaumont British Instructional for the making of instructional films suitable for the Indian market. His project will be helped by the fact that a trade agreement has just secured uniformity in the design of apparatus for substandard films, while an international convention has removed the tariffs on educational films. There is, therefore, already available a considerable body of substandard film of all nations, historical, descriptive and scientific. As a means of introducing film to inexperienced peoples it should be much more valuable than the sophisticated products of Hollywood or Elstree.

with clever paint. They drew back her ears. The transformation was nothing short of amazing. A prettier, more affectionate horse never faced the camera.

Agnes is the first horse to be so beautified for the screen. Maybe she will start a precedent.

"The Milky Way" is the mirth-abounding story of a timid milkman who runs into fistic fame by ducking a stranger's blow. The swing reaches the chin of the middleweight fight champion who goes down for a long count. The milkman is suddenly swept to notoriety, as the only fellow in the world who could accomplish the miracle, and has to fight it out in the ring.

The supporting cast is composed of Adolphe Menjou, Verree Teasdale, Helen Mack, William Gargan, Dorothy Wilson, George Barbier and others.

SHOWING TO-DAY

AT THE

KING'S THEATRE

SYDNEY HOWARD

IN

"WHERE'S GEORGE?"

(A British Picture)

ALHAMBRA

BY POPULAR DEMAND!

TO-DAY & TO-MORROW

See Them Dance The "Piccolino"... Hear The Songs You Can't Forget!

FRED ASTAIRE
GINGER ROGERS

TOP HAT

Comedy Cast including Edward Everett Horton, Helen Broderick, Erik Rhodes, Eric Blore.

Lyrics and music by **IRVING BERLIN**

850 RADIO PICTURE

NEXT CHANGE
"EVERYBODY'S OLD MAN" with **IRVIN S. COBB** & **ROCHELLE HUDSON**

ORIENTAL THEATRE

THERE'S NO HOKUS-POCUS ABOUT THE SUCCESS OF THE ORIENTAL! Even in this kind of weather you'd be surprised at the big crowds that attend our performances.

BIG PICTURES—LOW PRICES—BIG CROWDS.

LAST 4 TIMES TO-DAY

Stan Oliver

LAUREL HARDY

THE Bohemian Girl

ANTONIO MORENO - JACQUELINE WELLS

2 DAYS ONLY TO-MORROW & THURSDAY

YOU'LL LIKE THIS PICTURE, BECAUSE IT'S TRUE!

Four college graduates start out to set the world on fire—And find the darn thing made of asbestos! A Jazz Mad Picture!

SHOULD YOU STAY AWAY FROM COLLEGE MEN... When You're Picking a Husband?

GENTLEMEN ARE BORN

FRANCHOT TONE JEAN MUIR

MATINEES: 20c-30c 2 EVENINGS: 20c-30c-50c-70c



"Again before lunch, My dear boy! after last night—"

"Yes but I always stuck to Gintlets and always specified Rose's Lime Juice."

"And have no hangover?—Well that is discovery. I'll order a case of Rose's immediately."

ROSE'S LIME JUICE

Sole Agents—

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Around the Courts

BICYCLE THEFT

Before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday, Lau Wu, 24-year-old unemployed, was charged with larceny of a bicycle from outside 128 Kl Lung Street, the property of Li Kin.

Pleading guilty defendant was fined \$10 or in default three weeks' hard labour.

Det-Sergt. Forrest stated that at about 5.20 p.m. on June 20, complainant left his bicycle outside the house in question and went into one of the houses for about five minutes. When he returned he found his bicycle missing. Later complainant saw defendant pushing his bicycle in a street. He asked defendant where did he get the bicycle to which the latter, dropped it and ran, but was caught by complainant, and brought to the Police Station.

AMMUNITION WITHOUT OWNER

That 149 rounds of ammunition of Colt .38 found at Woo Sung Street on June 13 was mentioned to Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday, after which a confiscation order was made.

Sergt. Chan Pul, C474, said that on the day in question at about 6.45 p.m. he was on duty at Woo Sung Street when a man came up to him and made a report. He took witness to the staircase of house No. 35 where the latter could see one round of ammunition on the ground. Witness on searching, found three card-boxes containing rounds of ammunition, which, amounted to 149 in number, were brought to the Police Station.

Sub-Inspector Cunningham was in Court for the Police.

TO SEE MOTHER

Chan Sik-tim, 20, unemployed, brought before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday morning charged with having returned from banishment, was sentenced to four months' hard labour.

Defendant was arrested on June 14. He was banished on December 12, 1931 for ten years.

Defendant gave the excuse that he had come back to this Colony to look for his mother and now that he had found her he would like to leave here.

His Worship told defendant that that was not a good enough excuse, and he was accordingly sentenced to the term as mentioned.

GIRL PROCURED

Lau Hin, 39, unemployed was charged, before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday morning with procuring a girl under the age of 21 years to become a prostitute on June 18 last at Yaumatei.

An application for a remand of 48 hours was granted.

BOUND OVER

Luk Ho, 25, unemployed, was charged before Mr. J. H. B. Lee at the Central Court yesterday with assaulting Liu Hon, 32, at Robinson Road.

Det-Sergt. Cashman said that they were fighting over the position of their stalls. A bamboo pole was used.

Both defendant and complainant were bound over.

BANISHEES

Lau Kin, 58, unemployed, a returned banishee, who was banished for 10 years on February 18 this year was sentenced to eight months when he appeared before Mr. J. H. B. Lee at the Central Court yesterday.

Chan In, 34, unemployed another returned banishee who was banished for 10 years on March 12 last year was sentenced to one year.

LEAD FROM THE PRESS

Cheung Chiu, 32, was charged before Mr. J. H. B. Lee at the Central Court yesterday with the larceny of two bars of lead from the "Wah Kui Yat Po," 110, Hollywood Road.

Det-Sergt. Pilkington prosecuted and the defendant was sentenced one month.

CIGARETTES FROM STALL

Tsang Hung, 23, unemployed was charged before Mr. J. H. B. Lee at the Central Court yesterday with the larceny of five packets of cigarettes from Cheung Tai, widow, who had a cigarette stall at the junction of Tung Man Street and Des Voeux Road Central.

Sub-Inspector Johnson prosecuted and the defendant was sentenced to one month.

BRASS BARS

Sentence of one month was passed yesterday at the Central Court by Mr. J. H. B. Lee on Lai Lun, 40, a coolie who was charged with the larceny by bailie of seven bars of brass from No. 15 Jubilee Street.

Det-Sergt. Mann prosecuted

EARRING SNATCHED

Tse Kwan, 25, unemployed was charged before Mr. J. H. B. Lee at the Central Court yesterday with the larceny from the person of one earring.

Det-Sergt. Cashman said that the complainant was walking alone when she felt the earring being snatched from behind. The defendant ran away and turned up some stairs in Hing Lung Street, where the complainant caught him. A constable came along and the defendant produced the earring from his mouth.

Sergt. Cashman said that had the complainant's ear been hurt the defendant would have been charged with highway robbery.

The case was remanded for 24 hours for the medical examination of the defendant.

BEGGAR AND BANISHEE

Charged with (a) begging and returning from banishment, Chiu San, 44, unemployed appeared before Mr. J. H. B. Lee at the Central Court yesterday and was sentenced to a fine of \$25 or one month on the first charge and to eight months on the second.

Sub-Inspector Johnson prosecuted.

PO PUJ TICKET

A fine of \$250 or three months was passed by Mr. J. H. B. Lee at the Central Court yesterday when Chan Sze Koo, 25, unemployed appeared charged with the possession of 396 po pui lottery tickets in Tung Man Street.

Sub-Inspector Johnson prosecuted.

LADIES' SHOES

Stating that he had picked up the shoes from a wharf, Tse Sing Shum, 35, was charged before Mr. J. H. B. Lee at the Central Court yesterday with the larceny of three pairs of ladies' shoes.

Defendant was sentenced to a fine of \$50 or one month.

Det-Sergt. Guild prosecuted.

"NATURAL CAUSES"

PRISONER'S DEATH

An inquiry into the circumstances surrounding the death of Tsol Ng, 28, a prisoner who died in the Prison Hospital on June 21. In the absence of Mr. S. P. Bal-four who is on short leave, Mr. J. H. B. Lee sat as Coroner.

The jury comprised Messrs. F. J. Herridge (foreman), J. L. Aives and Yuen Kam Fan.

Chief Warder Barrett was the first to give evidence and stated that the deceased was prisoner No. 7102 and was sentenced to 42 days' imprisonment in default of a fine of \$50 on June 10. On June 19 he was admitted to the Prison Hospital where he died at 3.15 a.m. on June 21.

Dr. G. I. Shaw stated that he first saw the deceased on June 13 and was then put down as a chronic opium addict and suffering from pulmonary tuberculosis. His condition was very poor. He was admitted to the Hospital on June 19 suffering from haemorrhage in the stomach. In his opinion the cause of death was primarily pulmonary tuberculosis and secondarily from chronic opium poison.

The verdict of death by natural causes was returned.

GOVERNMENT HOUSE

Lady Calderott has been indisposed for three days with urticaria and an accompanying fever. She is now however convalescent and hopes to attend all the functions arranged in connection with His Majesty the King's Birthday. At the evening Reception at Government House it will not be possible for her to stand during the reception of more than a few of the guests, but it is hoped that she will be well enough to greet them all individually from her chair.

SHOPLIFTERS CAUGHT

WOMEN IN COURT

Wong Shan Chan, 28, a widow and Leung Wal Fung, 18, a spinster were charged before Mr. J. H. B. Lee at the Central Court yesterday with the larceny of 12 yards of silk from the Paradise Silk Store.

First defendant said that she had put the silk on to her basket and she did not know that that was an offence. The second defendant said that the basket was hers.

Det-Sergt. Mann stated that the defendant went to the Silk Store about noon on June 20 and asked to see some of the silks. After a while they left and returned later with a basket. They asked to see the silks again. The second defendant took the shop assistant over to the other side of the shop to see some silk and then asked him to go to the rear of the shop where there was a mirror. While the second defendant and the assistant were at the other end the assistant saw the first defendant put the 12 yards of silk into the basket.

The case was remanded for 48 hours.

COINS HIDDEN IN MOUTH

A CANDID ADMISSION

When a man who had in possession some counterfeit coins was arrested and searched, he hid some of the coins in his mouth, was part of a story related at the Kowloon Magistracy yesterday morning when Chan Man Ki, 22, unemployed was charged with having in possession 34 ten-cent counterfeit coins on June 20 in Boundary Street.

Det-Sergt. Forrest stated that defendant was arrested on information, in the street, where he was searched. Twenty of the coins were found in defendant's mouth and the others in his jacket pocket. The coins which were in the mouth were wrapped up in a piece of paper.

Defendant stated in the dock that he knew the coins were counterfeit, but they did not belong to him. He was only trying to use them as genuine coins, and if he could not, he would return them to the man who lent them to him.

Six months' hard labour was imposed on the defendant by Mr. Macfadyen, who also ordered the destruction of the coins.

PERUVIAN AGAIN IN COURT

A Banishee

Remarking that defendant will have to learn that he cannot ignore the Banishment Ordinance, Antonio Matove, 31, a Peruvian, who appeared before Mr. Macfadyen at the Kowloon Magistracy yesterday charged with having returned from banishment, was sentenced to 12 months' hard labour.

It was mentioned that defendant had broken the Banishment Ordinance once last year already and once this year. He was banished for 10 years.

Det-Sub-Inspector Cunningham prosecuted.

Defendant pleaded that he was sent to Canton where he did not know anybody, because all the peo-

THEFTS RELATED IN COURT

HUSBAND AND WIFE DISCHARGED

The case in which a husband and his wife were alleged to be connected with two thefts was again heard before Mr. Q. A. A. Macfadyen at the Kowloon Magistracy yesterday morning when after the prosecution and defence had tendered their submissions, His Worship discharged the woman defendant with a caution. The man defendant was dismissed of the charge against him earlier in the hearing.

The woman, Pang Yuk Lan, 30 years of age, of No. 160, Shanghai Street, was charged with being implicated in the theft of a gold watch from Mrs. Rennie, of King's Villa Hotel, Carnarvon Road; possession of a fan suspected to have been stolen and with unlawful pawning of the said watch. Her husband, Man Keng Fong, 44, was singly charged with unlawful possession of the fan.

The second man defendant pleaded that he did not know anything about the fan being in his house, until he came home on the day in question. His Worship accepted his story and he was accordingly discharged.

Det-Sergt. Haynes prosecuting, said that on June 18 he went to the King's Villa Hotel at about noon when informed of the missing watch. He then went to several pawn shops and in one of them he found the missing watch and he was told by the man there that he (the man) could recognise the woman who had pawned the watch there. Sergt. Haynes told this pawn-shop man if the same person came around again, he had better detain her. Next morning defendant came to the pawn-shop and was detained, and the Police was told over the telephone. Later defendant was arrested. In defendant's house, the electric fan was found. Defendant admitted pawning the watch, but for a man. The fan belonged to the man who let her have the watch. In conclusion, Sergeant Haynes said the value of the watch was about \$50 while the fan was valued at about \$12.

THE THEFTS

After Mrs. Rennie had told the Court of when and where she lost her watch, defendant who elected to give evidence went into the witness box. She began by saying that her husband used to work in a shop as a painter and some time ago he was out of work. On the day she pawned the watch she received a visit from a man, who used to work with her husband. Her husband was out at that time. She asked this man to lend her some money and the latter replied that it she needed money urgently he would go to his sweetheart and get her watch for her to pawn. Then he went away and returned with the watch in question and the fan as well. Witness merely asked the man to lend her a little money, but he brought the articles along later, so she questioned him about it.

After several days, witness did not hear from the man. She did not know the articles were stolen.

ple were Chinese. So he had to return to this Colony.

Inspector Cunningham stated that the Peruvian Consulate had been told of defendant's case, but they would have nothing to do with it.

SWIMMING MATSHEDES VICTIMISED

CULPRITS CONVICTED

Chan Yee 30, unemployed and Wong Chuen, 27, unemployed were charged before Mr. W. Schofield at the Central Court yesterday with (a) the larceny of three canvas sheets, a quantity of cutlery, utensils and provisions, the property of Mr. B. C. K. Hawkins, Chief assistant S.C.A., (b) the larceny of one iron bucket the property of Mr. H. B. Owens of the P.W.D., (c) the larceny of one aluminium kettle, two rowlocks the property of Mr. Lenchmouth of the H.K.E. Co., and (d) the larceny of four canvas sheets and a quantity of cutlery the property of Mr. C. G. Perdue, D.I.G.P.

Defendants pleaded guilty to the charge.

Sergt. Dall stated that early on Sunday morning the caretaker of Tweed Bay matcheds reported that a number of matcheds had been broken into and a quantity of goods stolen. He saw two men walking along towards Island Road. A constable was sent on a bicycle and stopped these men and searched them. The goods were found in a basket.

First defendant was sentenced to three weeks on each charge, the second to two weeks on each charge.

ANOTHER SHIPMENT OF SILVER

\$17,000,000 Worth Of
Yuan Sent To
America

The amount of silver to leave China since the monetary agreement between the Chinese delegates and the U. S. Treasury Department was further increased on Monday last when over 3,000 boxes of Chinese yuan, valued at nearly \$17,000,000 were loaded on to the s.s. President Hoover to be carried to the United States at an early hour. The total amount shipped to America so far has reached over \$26,000,000.

The boxes containing Chinese silver dollars were taken from the vaults of the Central Bank of China on the Bund and carried the short distance to the Klukiang Road jetty by lorries. Here they were unloaded into barges and taken to buoys Nos. 11 and 12, where the s.s. President Hoover was moored.

This is the fifth silver consignment to leave Shanghai after the monetary agreement. Like previous cases, adequate protection was furnished by the River Police and the Central Police Station during the loading. (N.C.N.)

She pawned the watch for \$8, but she gave back to the man \$4 and took the remaining \$2 as a loan.

Asked by Sergt. Haynes why she asked to pawn the watch by the man who could do it himself, she replied that the man thought she could get more money for it.

His Worship cautioned her, saying the next time she must be careful if things given to her were stolen or not, before she would have anything to do with them. She was then discharged.



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The Daily Press

HONG KONG, JUNE 23, 1936.

EGYPT

Sir Miles Lampson, Britain's chief negotiator in the talks with the Egyptian Government, the aim of which is to conclude a Treaty regulating Anglo-Egyptian relations returned to London recently. It is understood, he will consult the British Government on certain military issues which have arisen. The military question is the very heart of these negotiations. The Treaty must provide for the presence of adequate British forces in Egypt: that is essential to the common interests of both countries.

Egypt cannot maintain her integrity unaided. She has neither the military nor the financial power to withstand assault by a highly-equipped State. The withdrawal of the British Army of Occupation would expose her to acute danger.

Egyptians know that their country is coveted by the Italians. The recent conquest of Abyssinia makes it all the more desirable to Italy that she should achieve dominion over Egypt and thus command the Suez approach to the Red Sea.

So long as Egypt accepts the protection of British military forces there can be no question of her falling under Italian control.

As for Great Britain, the necessity to her of a military partnership with Egypt is clear.

The Suez Canal is a vital link, not only between Britain and her African Empire but with her Australasian Dominions, with India and with the Asiatic Colonies.

Britain dreams no more of conquest. Her task to-day is the peaceful development of her Empire. Her presence in Egypt, with its implicit military command of the Suez, is a threat to no other nation. But the control of the Suez by an ambitious and warlike State would inevitably constitute a threat to the British Empire.

Great Britain's defences, then, must stay in Egypt; and thoughtful Egyptians, for their own country's sake, will gladly accept them.

The extension of Italy's power in Africa has not only made British protection the more necessary to Egypt; it has also greatly strengthened Britain's power as a protector.

In Eritrea, Somaliland and Abyssinia there are 250,000 Italian troops. For years to come Italy must maintain great military forces there, and the fighting forces will shortly be followed by an army of settlers.

Those Red Sea-lands are 3,000 miles from Italy.

Here, then, is a pipe-line of communication 3,000 miles long, running through the Suez Canal and subject to the might of the British Navy.

The British Fleet is immeasurably stronger than the Italian. At the end of 1935 it stood at 15 battleships against four, 51 cruisers against 25; seven aircraft carriers against none at all; 162 flotilla leaders and destroyers against 99.

The strategic problem in this part of the world is pre-eminently a naval one. The advantage is overwhelmingly with Britain—and Britain, moreover, is by reason of her immense financial resources in a position to maintain that superiority for the future.

An Anglo-Egyptian Treaty with adequate military provisions would give to Egypt that guarantee of security which is the first essential of prosperous development in a world obsessed by power politics.

HOME CRICKET

M.C.C. Beats Oxford University

At Lord's, the M.C.C. beat Oxford University by an innings and 123 runs.

M.C.C. 333 (Hendren 98 and Edrich 114). Oxford University 128 and followed on for 82 (Smith 7 for 31).

Essex won by nine wickets. Glamorgan 142 (Eastman 5 for 36) and 128 (Eastman 4 for 24). Essex 213 and 61 for 1.—
Reuter.



KING EDWARD.

HIS MAJESTY'S BIRTHDAY

Forty Two Years Old To-Day

London, June 22.
King Edward will be forty two years old to-morrow.

His Majesty will ride at the head of his troops when the annual ceremony of Trooping of the Colour on Horse Guards Parade will take place. This year it is the colour of the First Grenadier Guards that is being trooped.

The Birthday Honours list to be issued for publication to-morrow will be the first of the new reign. As at present arranged the King is expected to spend his summer holiday at Chateau de l'Horizon near Cannes next month. The villa is charmingly situated on the shores of the Bay of Antibes.

His Majesty is visiting France on July 25 to unveil the Canadian war memorial at Vimy Ridge.—
British Wire Press.

HON. MR. EDWIN TAYLOR

BIRTHDAY HONOUR

His Majesty the King has been graciously pleased to appoint the Hon. Mr. Edwin Taylor, Colonial Treasurer, Hong Kong, a Companion of the Most Distinguished Order of St. Michael and St. George.

SIR SHOUSON CHOW

His Majesty the King has been graciously pleased to approve the retention by Sir Shouson Chow of the title "Honourable" within Hong Kong on his retirement from the Executive Council, in recognition of his service in that Council and in the Legislative Council.

CLODBURST DESCENDS

Open Golf Play Abandoned

COTTON CREATES RECORD

London, June 22.
In the British Open Golf tournament Henry Cotton created a record on the Waulsey course with a score of 67.

D. H. R. Martin, Oxford Blue, created a record on Hoylake's lengthened course with a score of 72, while Tolley scored 75 and Richard Burton 77. At Waulsey, Hector Thomson scored 77.

A later message says that the golf tournament was abandoned for the day owing to a cloudburst. The championship will begin anew to-morrow. To-day's scores will not be counted which is very hard luck on Henry Cotton.

This is only the second time in long history that British open golf play has been abandoned on the first day on conditions after a cloudburst almost similar to those which caused the abandonment of the play at St. Andrew's in 1910.

The cloudburst occurred on both courses at about 2 p.m. and in a few minutes the greens were under water.

Cancellation of to-day's scores is most unfortunate for Henry Cotton and Martin, the leaders at Waulsey and Hoylake courses respectively.

The weather had all the appearance of summer before the cloudburst.

To-day programme will be played on Wednesday and to-morrow's will be unaltered.—
Reuter.

WIMBLEDON TENNIS

Perry Defeats Stratford

CHOY ERRATIC

Wimbledon, June 22.
The Wimbledon tennis season opened to-day with the usual enthusiasm when a large crowd gathered to watch the opening contests in the first round.

Itoh, the Japanese player, beat Hughtan of Holland 6-1, 6-2, 6-3. With sweeping backhanders Itoh kept Hughtan very busy and the latter frequently stumbled about the court. The Japanese was confident and eased up in the third set.

Del Castillo (Argentine) beat Choy (China) 6-0, 1-6, 6-1, 6-4.

Choy was out of form and with a weak service and backhand he netted very often and launched a spectacular volleying attack. In the second set he chased his opponent from the court, but resumed base-line defensive tactics later in which he was most erratic.

LUM SWEPT OFF

Siba (Czechoslovakia) beat Gordon Lum 6-2, 6-2, 6-2. The minute Czech slammed the tall bare-legged Chinese off the court with lightning-like passes which left Lum standing. Lum had several points from drop shots, but he did not come off enough.

MANEFF BEATS HO

Maneff (Switzerland) beat Ho 7-5, 9-7, 1-6, 6-1. Ho played most pluckily in a ding-dong struggle from the baseline and netted very often in the second set, but he attacked vigorously and caused Maneff to commit many errors. Maneff's amazing retrieving powers carried him through.

OUTSTANDING RESULTS

Outstanding results up to 4 p.m. in the first round were:—
Fred Perry (Britain) beat Stratford (America) 6-4, 6-3, 6-1.

Donald Budge (America) beat Hare (Britain) 6-1, 6-1, 6-4.

Wilmur Allison (America) beat Mulliken (Britain) 6-4, 6-4, 6-3.

Van Ryn (America) beat Morton (Britain) 6-3, 8-6, 6-2.

Vivian McGrath (Australia) beat Purcell (Ireland) 8-6, 9-7.

Charukavany (Siam) beat Reddall (Britain) 10-8, 8-10, 7-5, 6-3.

Bryan Grant (America) beat Henkel (Germany) 5-7, 3-6, 7-5, 6-4, 6-2.

Nigel Sharpe (Britain) beat Harold Surface (America) 6-4, 6-2, 6-1.

Lee (Britain) beat Breeze (America) 6-4, 6-1, 6-1.—
Reuter.

CANTON AIR TRAGEDY

Mechanic Killed

Canton, June 22.
Another air tragedy occurred here to-day when a new pursuit plane of the Canton Air Force crashed while on a trial flight. The pilot escaped by parachute, but the mechanic was killed and the plane badly damaged.—
Reuter.

NEW TAX BILL IN AMERICA

Graduated Levy On Businesses

London, June 21.
The new Tax Bill, in its final form, retains the features originally suggested by President Roosevelt and embodies the principle of the graduated tax on undistributed corporate earnings. It now awaits Presidential approval.

It includes a tax of from eight to fifteen per cent. on all corporate income, with a super-tax of from seven to twenty-seven per cent. on undistributed income. Special provision is made for small corporations, by allowing the seven per cent. tax on undistributed income to apply to the first ten per cent. of first \$5,000 of undistributed earnings, whichever is greater.

Corporate dividends in the hands of stockholders will be subject to the normal four per cent. income tax. The Bill retains the existing excess profits and capital stock taxes, but the rate of the latter is reduced from \$1.40 to \$1 per hundred dollars of stock.—
Reuter.

SPORT SEASON ATTRACTIONS

Fortnight Of Fun In Britain

London, June 22.
Glorious if oppressive weather greeted the opening of one of the biggest sporting fortnights of the year.

The Wimbledon tennis season opens with Fred Perry meeting Gerald Stratford, an American newcomer. The absence of Mrs. Helen Wills Moody and Menzel is regretted, but otherwise all the big shots are appearing.

The British Open Golf Championship begins with the qualifying rounds at Hoylake and Waulsey courses. There will be one round to-day and another to-morrow. The leading hundred and those tying for the hundredth place will play rounds at Hoylake on Wednesday and on Thursday the competition proper when the first sixty and those tying for the sixtieth will compete. The final over thirty six holes will be played at Hoylake on Friday.

The test match between England and All-India starts on Saturday, and the Henley Regatta will be held on July 1 for which there is an entry of 121 including numerous foreigners, notably Swiss and Japanese.—
Reuter.

OLYMPIAD IN LONDON

British Bid For Next Meeting

London, June 22.
Lord Burghley, Chairman of the British Olympic Association, announced that Sir Percy Vincent, Lord Mayor of London, extended an invitation to the International Olympic Committee to hold the 1948 Olympiad in London. The Mayor reminded the President of the I.O.C. that when Rome was unable to hold the Olympiad in 1908 London came to the rescue successfully and assured that it would be organised on the highest traditions of Olympic ideal.

Lord Burghley stated that an influential organising committee will be formed if the invitation is accepted and guarantee found. A sum of £100,000 would be raised, of which more than half is already available.

Arrangements would be made to hold the majority of the events at Wembley Stadium where 100,000 can be seated and there is the largest swimming pool in the world. A new track would be laid round the famous soccer pitch.—
Reuter.

ROUGH WEATHER IN BRITAIN

Heavy Storms And Flooding

London, June 22.
By far the hottest weather this summer was experienced throughout Britain during the week-end and in several places the temperature approached 90 degrees.

During yesterday evening heavy storms were experienced. Some damage was done by lightning, but more by the violent rain which caused sudden flooding in several areas near London.

At St. Albans the centre of the town was for a time two feet under water, and the Barnet bypass road was covered in parts to a depth of four feet. By this morning the flooding had cleared.—
British Wireless.

FIREWORKS DISPLAY SURPRISE

Balloons With Swastikas

"Hong Kong Daily Press" Special, Vienna, June 21.

The spectators of a large scale fireworks display in the Vienna Prater arranged by the Committee for the erection of a Memorial to Emperor Franz Josef, were surprised to see a large number of balloons rise into the air with the National Socialist Swastika on them.—
Transocean News Service.

CHINA'S PRESENT DILEMMA

General Chiang Kai Shek And The Kwangtung Kwangsi Attitude

Nanking.

The question of peace or war should be decided only by the entire body of the C.E.C.; not by one or two individuals.

This is the key-note of a lengthy address delivered by General Chiang Kai-shek, President of the Executive Yuan, at the weekly memorial service at Central Party Headquarters recently.

General Chiang also expressed the belief that the Provincial authorities of Kwangtung and Kwangsi would neither declare independence of the Central Government nor take advantage of the diplomatic situation as a pretext for precipitating another civil war. The speech of General Chiang was delivered following a report of Mr. Chu Cheng, President of the Judicial Yuan, on his recent mission to the South.

NO POLITICS DISCUSSED

Pointing out that he and seven other representatives of the Central authorities had proceeded to Canton recently on no other mission but to pay homage to the late Mr. Hu Han-min, Chairman of the Standing Committee of the C.E.C. and extend condolences to Madame Hu on behalf of the Central authorities, President Chu Cheng categorically denied the reports that the Central Government delegation had discussed politics with the South-western leaders. The recent rumours were based on surmises that while in the South they discussed the current political situation with the South-western authorities so that the latest developments were taken to mean the failure of the Central Government delegates to reach an understanding, he added.

Leaving Shanghai on May 19, President Chu recalled, he and his companions arrived at Hong Kong on the 21st. After one day's stay there, they reached Canton on the 23rd. They immediately paid their respects to the late Mr. Hu, and expressed personal condolences to his family.

On the 24th, President Chu continued, the Central Government delegation visited the tomb of the 72 Revolutionary Martyrs at Sunflower Hill. On the 25th, they officially paid homage to the late Mr. Hu Han-min on behalf of the Central authorities.

After making a trip to Tsinghsu, the well-known resort, on the 26th, they visited various experimental farms and factories in Canton on the 27th. They were the guests of honour at a luncheon given at noon on the 28th by the Kwangtung Provincial Government. In the afternoon of the same day, they left for Hong Kong en route to Shanghai.

"In the course of our five days' sojourn at Canton," President Chu added, "we did not even have time to discuss the question of funeral arrangements for the late Mr. Hu. not to say politics."

GENERAL CHIANG'S ADDRESS

A full translation of General Chiang Kai-shek's speech follows:—

"Mr. Chairman, Comrades. We have just heard the report of Mr. Chu on his recent trip to Kwangtung to pay homage to the late Mr. Hu and extend condolences to his family. All of us must have been deeply moved by the sad tidings. The death of Mr. Hu has deprived the Party of a leader.

Originally, very little difference of opinion existed between the Kwangtung (Kwangtung and Kwangsi) and the Central authorities in the course of the past few years, the Central authorities have steadfastly adhered to the policy of concentration of the national strength with a view to enhancing national unity.

Following the demise of Mr. Hu, the Central authorities, considering themselves in duty bound to achieve his unfinished task of national salvation, have decided to accept as far as possible the political views and proposals of our comrades in the Kwangtung (Kwangtung and Kwangsi), in the belief that the latter will also, in consideration of the aspirations of the late Mr. Hu, make a further step towards national unity, so as to increase our strength for the achievement of national salvation. This is the sincere attitude of the

Central authorities towards the Kwangtung authorities.

SOLELY TO PAY HOMAGE

However, inasmuch as Mr. Hu has just died, we have all been oppressed by deep anguish, and have had no mind to discuss questions other than funeral arrangements. Therefore, when Mr. Chu (Cheng) and several other comrades left for Canton, the Central authorities decided that their mission should be solely to pay homage to the late Mr. Hu, extend condolences to his family, and discuss measures for according him a State Burial. Before funeral arrangements were completed for Mr. Hu, it was decided not to discuss any Party or political questions. This was not only reasonable, but the Chinese sense of propriety requires that the funeral rites should be devoted to mourning and respect for the deceased. Therefore, to discuss the above-mentioned questions during the funeral of the late Mr. Hu would have been indefensible.

Moreover, the national emergency having come to the present pass, we can save the country only through union. No difference of opinion is insoluble. All questions may be discussed with sincerity and frankness, and the right course of action selected and followed. Further, it is not absolutely necessary to solve them in a hurry.

NO PARTY PROBLEMS PROBED

During their recent sojourn in Kwangtung, the eight representatives of the Central authorities therefore declined all invitations to private or public receptions, nor did they discuss Party or political problems.

Unexpectedly, rumours have sprung up from outside quarters. Some of them allege that the Central authorities had presented five demands to the Kwangtung authorities. These rumours are absolutely without foundation. Those who spread such rumours or give credence to them are devoid of common sense. I can determine that these rumours are not spread by Chinese, but by aliens ignorant of Chinese customs, history and etiquette, with a view to sowing of dissension.

In the past week, the rumours have been particularly rife. The reports issued by the Japanese Domei News Agency were particularly strange, alleging that the Kwangtung authorities would alone resist Japan and save the nation, organize a military government and dispatch troops to the north, and that they had already dispatched troops to certain districts in the neighbouring provinces.

Other foreign news agencies have also been issuing conflicting reports. Some of them even allege that the Kwangtung authorities have dispatched troops northwards under the pretext of resistance against Japan, but actually in cooperation with Japan with the aim of overthrowing the Central Government.

A COMMON OBJECT

Rumours like these are numerous. The actual situation in the Kwangtung (Kwangtung and Kwangsi) is not very clear to us. But we believe that the Central Government and the Kwangtung authorities are animated by the common objective of national salvation. We believe that our comrades in the Kwangtung see eye to eye with the Central authorities with regard to the necessity of national unity for the salvation of the country and the impossibility of achieving national salvation in case of internal dissension.

We must not lightly give credence to the slanderous allegations made against them by the foreign press. We also consider as absolutely incredible, on the basis of common sense, the reports that they have already made preparations for independent action (against Japan). In all countries, when the foreign policy is to be decided upon, such decision must be made by the en-

(Continued on page 12)

NEWS SUMMARY

A 25-year old school-teacher from Wai-chow, Chung Wai-leung, was charged with uttering and possession of a forged \$50 bank-note of the Hong Kong and Shanghai Banking Corporation. Page 6.

A mysterious man, who could not be found, was mentioned at the Kowloon Magistracy yesterday when Pang Yuk-lan, 30-year-old married woman appeared on remand before Mr. Macfadyen, charged with stealing. Page 6.

Found "Guilty" by the jury on a charge of possession of 540 counterfeit Hong Kong five-cent pieces, Pun Chung, unemployed, was sentenced to two years' hard labour by the Chief Justice, Sir Atholl MacGregor at the Criminal Sessions yesterday. Page 6.

Described as a menace to the public and said to have had 17 previous convictions, dating back to 1922, Lam Choi was sentenced to three years' hard labour by Mr. Justice J. J. Hayden in the Criminal Sessions yesterday when he pleaded guilty to a charge of returning from banishment. Page 7.

Sitting as Coroner at the Central Magistracy yesterday, Mr. J. H. B. Lee conducted an inquest into the death of a male prisoner, Tsai Ng, 28 years, who died in Victoria Goul Hospital at 316 on Sunday morning. The jury comprised Mr. F. G. Herridge (foreman), Mr. J. L. Alves and Mr. Yuen Kam-fan. Page 6.

Sentences of two years' hard labour on each of three men who were charged at the Criminal Sessions yesterday with possession of arms were passed by Mr. Justice J. J. Hayden. Page 7.

The maidens of four European residents of the Colony, at Tweed Bay, Stanley, were broken into early on Sunday morning, and several articles were stolen. Two men were subsequently arrested, and made their appearance before Mr. W. Schofield, at the Central Magistracy yesterday charged with four counts of larceny. Page 6.

LOCAL AND GENERAL

The many friends of Mrs. Alabaster, M.B.E., will be sorry to hear that she has had to go into the Victoria Hospital for a few days suffering from laryngitis.

Shi Hing Mi, a male was admitted to the Government Civil Hospital on Monday with injuries which he received when he was knocked down by private car No. 3269 in Arsenal Street.

Chan Shum, a six-year-old boy, was accidentally scalded when a pot of boiling water was spilt over him. He was rushed to the Government Civil Hospital where his injuries were treated.

Two cases of Enteric Fever and one case of Puerperal Fever were reported to the Health Authorities for the 48 hours ended on Sunday.

We have just received a valuable copy of "A Chinese Translation of the Ordinances of Hong Kong" (Vol. I), which is published by the "Wah Kiu Yat Po," the leading Chinese morning paper in South China. As the first and only attempt of its kind, this publication has earned the approbation of eminent personalities of the local Chinese community, such as the Hon. Sir Shouson Chow, the Hon. Dr. R. H. Kotewall, the Hon. Mr. S. W. Ts'o, the Hon. Mr. T. N. Chow, the Hon. Mr. M. K. Lo and many others, who have kindly written prefatory commendations both in English and Chinese.

FRENCH LABOUR AGREEMENT

"Hong Kong Daily Press" Special, Paris, June 21.

After a strike lasting 17 days, the employees and proprietors of the Department and Fixed Price Stores accepted the arbitration of the Minister of Interior Salengro, and the strikers, numbering about 26,000 will return to work on Monday.

An agreement regulating the work and pay in a new manner was also reached without strike in the city's transportation undertakings, and the terms of that agreement are termed a model for the Motor-Bus-Train companies.—
Transocean News Service.

MAJOR CLASH IN PALESTINE

British Troops Suffer Casualties

ESCORT ATTACKED BY ARAB BAND

Reinforcements Rushed To The Scene

(Hong Kong Daily Press' Special)

Jerusalem, June 22.

A corporal and a private in the Seaforth Highlanders were killed in the first major clash between British troops and Arabs during the recent disorders, at Tulakarem in Northern Palestine on Sunday. Arab losses are estimated to amount to at least ten dead.

The battle, which raged for many hours, was decided in favour of the British troops only when a squadron of aeroplanes went into action. The Arabs thereupon dispersed and took to their heels.

The fight started when about 70 Arabs attacked a convoy escorted by the Highlanders who immediately opened fire on the Arabs. Reinforcements were rushed to the scene and took part in the action which lasted from 11 a.m. until late in the evening.

BULLETS HIT AIRCRAFT

The Arabs were excellently armed so that the British troops were at a great disadvantage before the arrival of the reinforcements. When the aeroplanes arrived the Arabs returned their fire, aiming so accurately that several bullets hit the planes and slightly damaged the motor of one of them.

The situation throughout Jerusalem continues to be serious. Arab guerrilla bands have blown up the water mains, thus interrupting the city's water supply for the time being.

Transoceanic News Service.

OFFICIAL REPORT

London, June 22.

A communique issued by the High Commissioner of Palestine reports that an armed band of sixty Arabs ambushed a convoy near Nurel Shams yesterday. Three of the escort of Royal Scots Fusiliers were wounded, two seriously.

Reinforcements of the Seaforth Highlanders were sent and, with the assistance of aircraft, split up and pursued the Arab band, killing several of them. During the action one sergeant of the Seaforths was killed.

Previously the Seaforths had carried out a successful operation on the steep slopes of Mount Ebal near Nabulus when an armed Arab gang which had been responsible for much sniping was captured.

Police and troops have also prevented serious damage resulting from several outbreaks of arson during the week-end.

British Wireless.

FIGHT WITH ARABS

Jerusalem, June 21.

British troops, aeroplanes and police to-day fought with a large body of armed Arabs for several hours, near Tulakarem.

The Arab losses are put at two dead and an unknown number of wounded, but are probably heavier. It is now learned that the Tulakarem engagement was the most serious clash since the Palestine riots began.

It started when a convoy, en route to Telaviy was ambushed at noon by some seventy Arabs, who were immediately engaged by the escort of Scots Fusiliers.

AIRCRAFT SUPPORT

The British escort was soon reinforced by a detachment of Seaforth Highlanders, rushed up from Tulakarem. Four military aircraft also took off from that point and co-operated most successfully with the ground forces.

Their arrival proved the decisive factor in the engagement, for they split the Arabs into two sections, and speeded their flight to the hills caves to the north and south.

Three planes were hit by bullets but were able to land and safely pick up the more serious British casualties, rushing them to hospital.

It is now ascertained that ten Arabs were killed.

Reuter.

LAWS TIGHTENED

Jerusalem, June 21.

Emergency regulations have been tightened up to provide for imprisonment for persons found in possession of firearms, bombs, explosives or incendiary articles.

British troops were again active during the week-end, a party of Seaforth Highlanders rounding up an armed gang of Arabs at Mount Ebal, near Nabulus, who had been nightly sniping at an army camp near-by.

One Arab was seriously wounded, four were captured, and there were no British casualties.

The Arab Supreme Committee has telegraphed to the Colonial Secretary and to the British Parliament protesting against the exile of Arab leaders and the demolition of Arab houses in Jaffa.

The Committee also emphatically denies that the Arab strike is financed by foreign funds.

The villagers in the district where the Jerusalem water supply pipe was blown up have been compelled to repair the damage, since police dogs trailed the vandals to a house of the village.

Reuter.

LIGHTNING TAKES HEAVY TOLL

Terrific Thunderstorms In Bulgaria

(Hong Kong Daily Press' Special)

Sofia, June 22.

Fifty-two persons are so far reported to have been killed by lightning during the terrific thunderstorms which broke out during the past three days in various parts of Bulgaria. The total number of victims, however, may be greater since communication with a number of more remote districts has been interrupted by the storms and consequently no news from these districts has been received.

Transoceanic News Service.

TRAIN CRASHES INTO BUSES

Serious Accident At Cherbourg

(Hong Kong Daily Press' Special)

Paris, June 22.

Nine persons were killed and 12 seriously injured when a train crashed into two crowded overland motor buses at a level crossing near Cherbourg in the early hours of this morning.

The accident appears to have been caused by the attendant operating the barrier for he opened the gates at the chauffeur's request although the train had already been signalled.

Transoceanic News Service.

MEMORIAL FUND

London, June 22.

Subscriptions to the King George National Memorial Fund now exceed a total of £100,000.

British Wireless.



M. Rushdi Aras, Turkish delegate, at the Montreux Conference discussing the demilitarisation of the Dardanelles.

DARDANELLES PROBLEM

Nine Powers Attend Conference

London, June 22.

Representatives of nine powers meet the delegates of the Turkish Government at Montreux to-day to examine the Turkish request for revision of the Straits Convention signed at Lausanne 13 years ago.

After the conference has been formally opened by the Swiss Foreign Minister Motta, the Turkish Foreign Minister, Rushdi Aras will put forward reasons for the Turkish claim which, broadly stated, are based on the changed conditions since the Straits Convention which demilitarized the shores of the Dardanelles was signed in 1923.

The powers represented at Montreux are the British Empire, France, Italy, Japan, Bulgaria, Greece, Yugoslavia and Russia. Lord Stanhope is the chief British delegate.

British Wireless.

WARSHIP LIMITATIONS

Montreux, June 22.

The limitation of foreign warships passing through the Dardanelles to one cruiser and two destroyers totalling 14,000 tons or half the total nominal tonnage of the Turkish fleet was proposed by Turkey to the Straits Conference which opened this afternoon. Turkey also demands the right to rearm the Straits.

In the event of the Turkish fleet being absent from the base only one ship will be allowed to pass through at a time. The same limitations are suggested for fleets of riparian states in the Black Sea except that if such a state wishes a vessel up to 25,000 tons to enter the Black Sea it must first obtain Turkey's consent.

The convention seeks to prohibit civil and military aircraft from flying over the Straits. Italy is absent from the conference owing to "the fact that foreign confidence in Italy has not yet been demonstrated." However, she is expected to attend after raising of sanctions.

Reuter.

JAPANESE SHIP UNDER FIRE

Reported Action By Customs Cruiser

Tientsin, June 22.

A Japanese newspaper last night stated that a Japanese ship, with a crew of seven Japanese and two Chinese, was fired on by a Chinese Customs preventive vessel, equipped with machine-guns, when several miles out of Chikou.

Two members of the crew were injured, it is reported.

The ship was disabled, as well, and is being towed to Tangku where the Japanese police intend to conduct an inquiry.

The Japanese paper described the firing as illegal and predicts complications.

Reuter.

CUSTOMS INVADED

Shanghai, June 22.

As a sequel to the alleged firing on a Japanese vessel by a Customs cruiser off Chikou on June 22, Japanese nationals invaded the Customs at Tangku and created a disturbance. It is unofficially reported that they took possession of the Customs building.

Reuter.

SWISS FRANC PROTECTION

New Measures Announced

Berne, June 22.

Measures for protection of the Swiss franc were announced in a Government decree prohibiting by Swiss nationals and foreign residents, firstly, forward dealings in gold; secondly, granting of advances against gold or foreign exchange; thirdly, forward foreign exchange dealings except for genuine commercial requirements.

The decree provides heavy fines and imprisonment for spreading false reports or acts calculated to injure the national credit or currency.

Switzerland thus comes into alignment with France where for several months dealings of this nature have been prohibited by agreement between the Banque de France and private banks although no efforts have been made for strict enforcement until last month's franc crisis.

Reuter.

SILVER MARKET

(From Our Own Correspondent)

London, June 22.

London Silver prices to-day were down 1/8 as follows:

	June 20	June 22
Spot	19-11/16	19-9/16
Forward	19-3/4	19-5/8

ALL NOT WELL IN ETHIOPIA

Italians Facing Difficulties

ROVING BANDS IN THE COUNTRY

London, June 22.

Reports from Djibouti and Carso state that the success of the Italian conquest of Abyssinia is not so sweeping as suggested.

A European officer of the Ethiopian Army declared that a provincial Abyssinian Government is functioning in Western Ethiopia with headquarters at Gore and that large Abyssinian forces have withdrawn from East Ethiopia in good order.

When the rains come in it is expected that the waterlocked aerodromes which give the opportunity to the Ethiopians to launch guerrilla warfare without danger of aerial bombardment.

Reuter's correspondent at Djibouti states that although the chief towns are occupied by Italians, large areas in between are still unconquered and occupied by roving bands of Ethiopians which are harassing the Italian outposts. It is reported that sniping and shooting continues nightly in Addis Ababa and the Addis Ababa-Dessale road is most dangerous for travelling.

Italy is also facing a currency problem in Abyssinia as the lire has depreciated immensely. The French railway authorities refused to accept the lire as payment for carriage of Italian war materials along the Addis Ababa-Djibouti line which has caused a strain on Italy's stock of foreign exchange.

Reuter's Bulletin Service.

PROTEST STRIKE IN BULGARIA

(Hong Kong Daily Press' Special)

Sofia, June 22.

As a protest against the stringent traffic regulations which have recently been promulgated, chauffeurs throughout Bulgaria went on strike to-day. The number of strikers is estimated at 5,000.

Transoceanic News Service.

BELGIAN STRIKE SITUATION

Brussels, June 22.

It is believed that a complete settlement of the strike will be reached soon. Dockers in Antwerp who started the strike have now resumed work. The strike caused considerable loss to perishable goods which had to be thrown away due to it being not landed.

Reuter's Bulletin Service.

WAR EPISODE RECALLED

Liquid Fire Attack At Hooge

TOC H MOVEMENT

London, June 22.

Twenty one years ago a British officer, Gilbert Talbot, son of the Bishop of Winchester, was killed at Hooge in a liquid fire attack.

As a memorial to him the Soldiers' Club was opened a few months later at Poperinghe behind the Ypres salient. The club was called Toc H—signallers' method of indicating the initials of Talbot House and was run by a chaplain of genius, the Rev. P. B. Clayton. Under his guidance the Toc H movement continued and developed after the war and has branches in many parts of the world where the traditions of fellowship and social service are maintained and developed.

This week is being devoted to the coming of age celebrations. King Edward, as Prince of Wales, displayed an active interest in the movement, and the Duke of York is this week lighting 104 "Lamps of Maintenance" for branches in Britain and overseas.

British Wireless.

PALACE MUSEUM THEFT

Art Treasures Recovered

ARRESTS LIKELY

Peiping, June 22.

The theft of seventy pieces of art treasures from the Palace Museum is on a fair way to a solution.

Practically all the stolen goods have been found in local curio shops and returned to the Museum.

A watchman who recently left the Palace Museum service gave information as a result of which the police expect to arrest shortly two former employees who are believed to be guilty of the theft.

Reuter.

ANGLO-RUSSIAN NAVAL TALKS

London, June 22.

The Anglo-Russian Naval conversations were continued this morning with a meeting at which the Foreign Secretary, Mr. Eden, and the First Lord of the Admiralty, Sir Samuel Hoare, and the Russian Ambassador, Malsky, were present.

The presence of the Ministers was in accordance with their practice of keeping in personal touch with the negotiations which are mainly of a technical nature and will be continued later between experts.

British Wireless.

APPOINTMENT IN TIENTSIN

Tientsin, June 22.

General Cheng Shih-shen, a close military subordinate of General Han Fu-chu assumed the directorship of the Public Safety Bureau in Tientsin this morning.

Reuter.

NORTH CHINA SMUGGLING

Concern Of Foreign Powers

London, June 22.

China is again drawing the attention of the British, American and French Governments to the ever increasing smuggling in East Hopei and loss to the Customs last month, confirming the previous estimates as at a rate equivalent to a third of the gross Customs revenue annually.

It is understood that reports from Tokyo indicate that Japan is slightly modifying her previous non possumus attitude to British protests, but Commissioners are growing impatient at the delay in material improvement as fully eight weeks have passed since Sir Robert Clive first drew the attention of Mr. Arita to the smuggling scandal.

Reuter.

DIVERTING TROOPS TO NORTH

SOUTHWEST REQUEST TO NANKING

ANTI-JAPANESE AGITATION TO BE CONTINUED

Canton, June 22.

A joint meeting of the South-west Executive Committee and the South-west Political Council to-day adopted the following resolutions:

Firstly, telegraph the Central Government for immediate withdrawal of troops in Hunan, Kweichow, Fukien and Kiangsi northward to fight the Japanese invader.

Secondly, the appointment of five Central Executive Committee members to attend the second plenary session in Nanking.

Thirdly, so long as Japan continues her aggression in China, the Kwangtung and Kwangsi armies shall seek to carry out anti-Japanese activities.

It is reliably stated that the Kwangsi Government will dispense with the services of all Japanese military instructors. It is understood that at present not a single Japanese officer is found in Nanking or any part of Kwangsi.

Anti-Japanese activities are reported to be gaining in intensity in various Kwangsi cities, against which the Japanese consular authorities are reported to have lodged a vigorous protest.

Reuter is authoritatively informed that the Kwangsi authorities have decided not to reply to the protest.

LULL BEFORE STORM?

Canton, June 22.

While quiet still prevails at the front, it is generally regarded as the lull before the storm. Well-informed circles believe that preparations are being completed for an attack through four routes in Fukien, Hunan and Kweichow. In addition numerous divisions have been massed in Fukien, Hunan, Kweichow and Kiangsi.

It is understood here that seven Nanking air squadrons totalling 140 machines are concentrating at strategic points. Four squadrons are at Changsha, two at Nanchang and one at Kweiyang. So far only reconnoitring flights have been made over the Kwangsi borders.

TO SUBMIT PROPOSALS

Canton, June 22.

It is reported that the South-west Political Council at a meeting decided to submit proposals to the second plenary session demanding firstly, the severance of diplomatic relations with Japan; secondly, repudiation of the humiliating Sino-Japanese agreement; thirdly, the emancipation of mass movement and restoration of freedom in speech and publication.

REPORT OF MUTINY

Canton, June 22.

A Chinese telegram from Changsha appearing in a Chinese paper here reports that the 173rd regiment of the Hunanese Army, stationed at Hungghao, mutined on June 20, but was disarmed by Nanking troops. The commander was taken to Changsha for Court Martial.

The message adds that General Chiang Kai-shek telegraphed General Ho Chien to despatch a portion of Hunan forces to Kiangsi for the bandit suppression campaign.

NORTHERN DENIAL

Shanghai, June 22.

The entry of Nanking troops into Kwangsi was denied by a semi-official spokesman who declared that the Government was awaiting the result of the plenary session of the Central Executive Committee on July 10 before taking any action.

BAN ON REMITTANCES

Shanghai, June 22.

The General Post Office in Shanghai has forbidden postal remittances to be made to Kwangsi in retaliation for similar action in Kwangsi.

Remittances to Kwangtung are permitted.

BATAVIA MESSAGE

Batavia, June 22.

A meeting of representatives of all Chinese organisations in Batavia cabled General Chiang Kai-shek, Li Chung-jen and Pai Chung-hai urging unity and consolidation in facing China's national crisis.

SOUTH-WEST STAND

Canton, June 22.

Clarifying the South-west stand in connection with the recent expedition which marched into Hunan, General Chen Chi-tang declared to-day, in a speech at the weekly memorial service, that their policy of resistance to Japan was

no new thing, but had been adopted since the Mukden incident of September 18, 1930. For that reason, he said, Nanking's objection to an anti-Japanese expedition was not understandable.

He explained at length the circumstances leading to the decision of the South-west Political Council to march against Japan, emphasising that although the Kwangtung and Kwangsi forces had been withdrawn to their own borders in order to avoid the danger of civil war, the South-west's anti-Japanese stand remained unaltered.

The South-west policy, he declared, was still to seek resistance against Japanese aggression under the leadership of the Central Government, hoping that the Central authorities will show a determination to resist invasion and fix a route by which the South-west armies can march north to participate in the war.

NANKING WARNED

Canton, June 22.

Generals Chen Chi-tang and Li Chung-jen have again sent a telegraphic message to General Chiang Kai-shek requesting the immediate discontinuance of the southward advance by the Central Government troops.

The message warns a warning that continued increased pressure on the part of the Central Government against the South-west will result in such indignation and reaction on the part of the people of Kwangtung and Kwangsi that the danger of war will surely follow.

The telegram denounces the Nanking command for continuing its southward push in spite of the fact that Kwangtung and Kwangsi have withdrawn their troops, and urges General Chiang Kai-shek to make the momentous decision on which the fate of the nation depends.

The South-west leaders pledge their full support to a campaign to resist the Japanese, declaring if the Central Government orders resistance, turns its forces northward and fix a route for the advance, the South-west troops are prepared to die on the battlefield fighting the enemy, and abiding by the orders of the Central authorities.

Reuter.

NORTH CHINA APPEAL

Tientsin, June 22.

Following a conference, Generals Sung Chen-yuan and Han Fu-chu to-day telegraphed Nanking and Canton appealing for a cessation of military movements and urging a peaceful settlement.

They declared that internal strife would diminish the national energy and make China a laughing-stock for the world.

As generals guarding the border provinces, they were anxious lest an outbreak of war ruin the country.

Reuter.

JAPAN'S GARRISON INCREASE

Ambassador Explains

Shanghai, June 22.

Interviewed on his arrival, the new Japanese Ambassador, Mr. Kawagoe, deprecated Chinese fears in connection with the augmented strength of the Japanese garrison in North China, which he attributed to the proximity of Communist armies and the desire to afford adequate protection to the increased number of Japanese residents.

He denied that the garrison was reinforced for the purpose of coercing the Chinese Government to accept the terms of the so-called "Three Principles" of Mr. Hirota.

Reuter.

AMNESTY TO SUSPENDED PLAYERS

H K. Football Council Turns Proposal Down

ANNUAL REPORT

A proposal to grant an amnesty to disqualified footballers was rejected at a meeting of the Hong Kong Football Association Council yesterday.

The proposal was made by Mr. T. A. Mitchell who, at the meeting last week, made a similar suggestion which lapsed for want of a seconder. At yesterday's meeting Mr. Mitchell again brought the matter up and was supported by Mr. T. G. Stokes, Mr. Lee and Mr. Chun.

A resolution that the Council reconsider the sentence imposed last season on Mui Siu-ki with a view to terminating his suspension on September 25 and enable him to take part in league games from the beginning of the season was defeated, as was another resolution that an amnesty be granted to all suspended players.

The meeting appointed Mr. M. K. Lo, Vice-President, to preside at the annual meeting of the Association on July 14.

Council also adopted the draft of the annual report prepared by Captain Kimm.

CARDINALS LOSE BADLY

BASEBALL RESULTS

New York, June 21.
The following were the results of the League baseball matches played to-day.

NATIONAL LEAGUE

	R.	H.	E.
St. Louis	4	10	0
J. Martin homered.			
New York	6	8	1
Jackson and J. Moore hit home runs.			

Chicago	7	12	1
Brooklyn	2	5	1
Watkins hit a homer.			

Chicago	4	8	3
Grimm hit a homer.			
Brooklyn	0	11	0

Pittsburgh	7	9	0
Vaughan hit two homers and Suhr one.			
Philadelphia	6	11	2
Camilli hit two home runs and Sulk one.			

Cincinnati	2	7	0
Boston	3	6	2
Wally Berger hit a homer.			

AMERICAN LEAGUE

Philadelphia	11	15	3
Chicago	5	6	4

Washington	3	9	2
Cleveland	8	13	0

Boston	3	10	1
St. Louis	0	2	0
Ferrell pitched.			

Boston	3	6	0
St. Louis	6	13	2
Bell hit a homer.			

Reuter.

TO-DAY'S BASEBALL

Tulsa Again Meets The Chinese

Two baseball games have been fixed for to-day. The Combined Chinese are playing the Rest of Hong Kong at Causeway Bay at 10 a.m. and in the afternoon the U.S. Tulsa will meet the Chinese in a return fixture to that which was played last Sunday.

This latter game will start at 3.30 p.m. and will provide some very fine baseball if their last game is anything to go by. The Tulsa won on Sunday by the narrow margin of 4 runs to 3.

MOTOR RACE

("Hong Kong Daily Press" Special)

Sudapest, June 21.

The Hungarian Grand Prix was won by Nuvolari on a Alfa Romeo, the second and third places being gained by the German Auto Union cars driven by Rosenmeyer and Varti. Carracciola was forced out owing to motor defect.

Transocean News Service.

LAWN BOWLS

Many Open Pairs Encounters

A very keen bowls game was witnessed yesterday at the Civil Service Bowling Green where A. E. Coates and J. Cavanagh beat L. C. R. Souza and R. F. Luz by the score of 23 shots to 19. At the 20th head the sides were level at 19 all.

Coates lay some very fine woods to give his partner all the support that was needed in this close encounter. It was a battle to the finish and despite the brilliance of Luz and Souza they went down a gallant losing pair.

At the Hong Kong Club Bowling Green, L. Collyer and Dr. Shaw accounted for E. J. Edwards and Tranter by the score of 21 to 14. Collyer and his partner had the lead most of the time.

A R. Minu and S. O. Bux defeated J. Shepherd and L. Glendinning at the Craigengower Green in no uncertain manner in the Open Pairs championship. The final score was 17 shots to one. This game was originally scheduled to take place on the Police green but was played on the C.C.C. green due to the weather.

The other game that was played on the Craigengower green was that between W. Greig and W. Muir and N. J. Bebbington and A. Hyde-Lay, the former pair running off the winners by the score of 27 shots to 12.

J. E. Noronha and F. X. Silva defeated L. J. Gutierrez and A. A. dos Remedios by the score of 26 shots to 23 when they met in the Open Pairs Championship game at the Kowloon Bowling Green.

J. McKelvie and J. V. Ramsay bowed to R. Duncan and S. Randle in their Open Pairs Championship game which was played at the Club de Recreo. The final score was 24 shots to 17.

J. Henson and S. A. Bright were leading in their Open Pairs Championship game against F. A. Machado and H. F. Rosario by the score of 19 shots to 11 when the game terminated due to the darkness on the 18th head. The game was played at the Kowloon Cricket Club Green.

A. E. Carey met J. S. Riddell at the I.R.C. green in their Open Singles Championship game and the former player ran out the winner by the score of 21 shots to 13. The game went to the 18th head before Carey reached the required 21 shots.

LEAGUE TENNIS

Craigengower Besten By K.C.C.

Playing at the Kowloon Cricket Club ground yesterday, the home team inflicted a six sets to three defeat on the Craigengower tennis team.

Scores:—

C. E. Watson and R. S. Capell (K.C.C.)

Beat Dr. M. P. Karanjia and O. Sadick 6-1

Beat L. Choa and A. Hung 6-1

Beat D. Hung and S. A. Cassumbhoy 6-2

E. A. White and W. M. Gittins (K.C.C.)

Beat Karanjia and Sadick 6-0

Beat Choa and Hung 6-2

Lost to Hung and Cassumbhoy 4-6

F. A. Broadbridge and J. S. Smith (K.C.C.)

Beat Karanjia and Sadick 6-3

Lost to Choa and Hung 5-7

Lost to Hung and Cassumbhoy 0-6

THE KING PATRON OF ANCIENT GOLF CLUB

London, June 14.
The King has granted his patronage to the Royal Burgess Golfing Society, Edinburgh, the oldest golf club in Scotland.

He was captain of the society last year, and in accordance with tradition has had attached to the Silver Club of the society a silver ball commemorating his captaincy. Also, he has accepted the gold badge which, by usage, is presented to the retiring captain.

The King has arranged to present to the society an autographed portrait of himself to be hung in the club-house.

YACHTING

Mixed Class Race

The yacht race in the Mixed Class Series was sailed yesterday over a course starting from Murray Pier, Channel Rocks (P), Kowloon Rock (P), N. Mark on line, a distance of 5.75 miles. The results were:—

Mixed Class—Started at 18.45	Finished	Corr.	Pos.
Artemis, A4	D.N.F.		
Isobel, A7	D.N.F.		
Pat, A12	19.10.43	19.08.06	5
(Mr. G. G. Wood)			
Painted Lady, A14	19.08.02	18.57.25	3
(Major F. C. Booty)			
Diana, H1	D.N.F.		
Colleen, H2	18.40.47	18.36.57	1
(Capt. N. Syddall)			
Ariel, H7	18.44.12	18.39.54	2
(Mr. N. D. Lloyd)			
Widgeon, Y5	19.18.36	19.05.35	4
(Miss Crawhall-Wilson)			
Daphne, H1	D.N.F.		

CRICKET'S OLD GUARD

YOUNG BLOOD MUST BE FOUND

London, June 14.

Of all games cricket is unkind to the experts in the pavilion. More loudly than ever this season they have been protesting that young players must be discovered if England is to have an eleven worth sending to Australia next winter. On the first cricket Bank Holiday it is not the young ones but the veterans who take the chief honours. Tate was the best bowler in England, or in the world, a dozen years ago. Yesterday it was he who had to bowl out Middlesex at Lord's. Sutcliffe has been going in first for England many a year. On the Leeds turf, which had taken a drenching at the week-end, in a bad light, he hit the Lancashire bowling, stuff not to be despised, for 83, and was not out when darkness fell.

These old gentlemen of 40 and more can hardly be ignored while they behave like this. Anxious selectors of the next Test team, looking for talent in the young entry, may well ask themselves whether it can be relied upon to match the veterans at a pitch. Any cricketer has a right to claim that he should not be judged by his play in the dismal, dank chills of yesterday. But why should the old guard do better than the recruits? One reason may be that the promising cricketer lacks encouragement to develop in his individual way.

HENLEY CREW FROM JAPAN TO ROW IN SPECIAL BOAT

London, June 14.

The Japanese eight, who are to row at the Henley meeting which will be begun on July 1, will arrive by air from Berlin to-morrow. They are to have a long weekend in London, and will afterwards move to Henley.

They will be the first ever paid to Henley by a Japanese crew, indeed by an Asiatic rowing club. Great interest will, therefore, be taken in their style and methods, for they hold the university championship of Japan, and are to row at the Olympic Regatta at Berlin in August.

The boat in which they will row was presented them, and is of particular interest, for not only has it been built in Japan, but it is of an original Japanese design and is constructed of Hinoki, or Japanese cypress.

HIGH RATE OF STRIKING

It measures only 12ft., is centre-steered, and has a snub-headed appearance, with short canvases at either end.

Their method of propulsion is orthodox rather than "Fairbairn"; but because of the lightness of the crew a high rate of striking can be achieved.

The heaviest oarsman is barely 11 stone; stroke and bow are less than 10 and the remainder of the crew just over 10. English oarsmen, as a rule are nearly 20 stone heavier. Thus they will be one of the lightest, if not the lightest crew ever to row at Henley.

The crew represents Tokyo University, which is the "Cambridge" of Japan; and six of the men are from Ito, which is the Japanese "Eton."

A further coincidence is that the crew's colours are light blue, red,

HAPPY VALLEY GOLF

RESULTS TO-DATE

The following are the results of golf competitions of the Royal Hong Kong Golf Club to-date.
J. E. Richardson qualified for the Adamson Cup for June with 75-10=65. There were 13 entries.

HAPPY VALLEY SUMMER SINGLES

Third Round

T. D. Paton beat R. K. Collings 4 and 3.
H. H. Mundy beat D. J. Valentine 2 up.
J. E. Richardson beat N. J. Bebbington 5 and 4.
I. Newton beat J. W. Mayhew 3 and 2.
A. L. Powell beat J. Forbes 6 and 5.
T. R. Chassels beat J. B. Mackie 4 and 2.
A. J. Dennis beat H. N. Williamson 2 and 1.

HAPPY VALLEY SUMMER FOURSOMES

Semi-Final

H. H. Pethick and J. W. Mayhew beat T. D. Paton and E. H. Watts.
L. Goldman and C. W. E. Bishop beat J. Forbes and N. K. Littlejohn.
Bogey Pool, Fanning, Old Course, June 20 and 21.—J. G. Cotesworth, 2 down, wins. There were 17 entries.

THE LEAGUE SOCIETIES

THEIR PRESENT WORK

(Special Air Mail Service)

London, June 15.

The meeting in Glasgow of the League of Nations Societies was held yesterday how much their work counts in countries as far apart as Canada and Turkey, the United States and China. That is because the worse the international situation becomes in East and in West the more people there are who wonder whether something effective may not yet be done by the only international body which holds out a hope of organising peace. There is good reason at the present day why in every country—especially in every free country—there should be increased support for a League of Nations Society. We are at a point when the League of Nations must go forward if it is not to go back; when the issue, however concealed, is between those who sincerely desire the League as an effective instrument and those who (many of them because they never have believed in it) would like now to reduce it to a debating class and to see the world ruled by what would be a reversion, however disguised, to "power-politics"—a four-Power or a three-Power pact and the small Powers, bribed or intimidated, circling as satellites round the great. The more reason, therefore, why everyone in this country concerned for the future of the League should support the appeal for funds which the League of Nations Union made to-day. The Union has worked with powerful effect on policy in this country and beyond. Had it been still more powerful it might, as the appeal says, have averted some of the lost opportunities of the Disarmament Conference. But lost opportunities are the statesman's normal output; the League of Nations Union cannot be too strong to deal with those that are imminent.

LANDPLANE OR FLYING BOAT

Careful comparisons will be made between the results achieved by these fast landplanes and the new flying boats. At the present moment opinion is almost equally divided as to which type is the better for long distance ocean journeys; but there is also a body of opinion which holds that there is room for both types. The original argument that the flying boat was a necessity in order to eliminate the risk of accidents if the machine is forced to alight on the water, has lost its force because modern multi-engine aeroplanes are able to fly with any engine stopped, and to maintain height without very marked loss of speed. Consequently the superiority for long ocean journeys will probably depend upon such things as passenger comfort and facility in navigation.

The engines of the Albatross will be the most powerful yet built by the de Havilland company. They are air-cooled and they embody many of the design lessons which have been learnt in operating and servicing the smaller Gipsy engines in all parts of the world. These engines have been used for a great number of record-breaking flights, including the recent ones made by Mrs. Mollison. They are of small frontal area for their power and they are well suited for installation with low drag cowling.

COMPOSITE AIRCRAFT TRIALS

It has been decided that the trials of the Mayd composite aircraft will begin with independent flights by the upper component. Third of the experimental methods which are to be tried in the near

IMPORTANT OCEAN AIR ROUTE EXPERIMENT

Fast Four-Engine Landplanes And Flying Boats

250 M.P.H. MAXIMUM SPEED

The Albatross is the name which has been selected for the new four-engine monoplane, two of which have been ordered by the Air Ministry for experimental flights across the Atlantic ocean. From the operational point of view these flights will be among the most important that have ever been made for they will enable information to be collected upon the relative value of flying boat and fast landplane for long distance, overseas commercial services.

Speed, it is now generally recognized, is a factor in a commercial air line whose value increases rapidly with increases in the distance which must be flown non-stop. For competing with adverse winds; for maintaining punctuality; even for the process of navigation itself the aircraft pilot demands the highest speed with which the designer can furnish him. Although to-day this seems a truism, the point has really been fully accepted only since the MacRobertson Trophy air race between England and Australia. Before that race pilots who attempted long distance flights were mainly concerned with the still air range of their machines and they took off with their aeroplanes loaded to the limit with petrol yet with a maximum speed of perhaps little more than 100 m.p.h. But the MacRobertson race showed that speed plays a major part in accuracy of navigation and now commercial air line companies employ it for that purpose.

250 M.P.H.

The Albatross monoplane will have a maximum speed of nearly 250 m.p.h. and will be able to cruise at more than 200 m.p.h. Yet they are large machines with a gross weight of 25,000 lb. each and they are each powered with four Gipsy 12-cylinder engines. They are directly descended from the de Havilland Comet which won both the speed and the handicap races between England and Australia in 1934. They are monoplanes of exceptionally clean lines and they embody the latest devices for reducing drag and obtaining the highest possible efficiency from the power available. The first test flights are expected to be made towards the end of the year and when the aeroplanes have completed their performance trials they will be tried experimentally over the Atlantic.

SIZE AND THE AEROPLANE

Special advantages obtained by using the composite system include economy in first and operating costs, the ability to use small aerodromes or harbours and mobility. The upper component, considering the load it is to carry, is a relatively small size machine and is fitted with relatively low-powered engines. First cost is, therefore, less than for an aeroplane designed to carry the same load yet having to possess the extra power and wing area necessary for the take-off. Operating and maintenance costs are closely related to the dimensions and power of the aeroplane

YOUNG DANES TRIAL NEXT MONTH

LIFE OF INJURED TROOPER STILL HANGS IN THE BALANCE

Shanghai, June 17.

Because the life of Trooper Havildar 508, whose skull was fractured in a motor car accident on June 2, is still in danger, the trial of Mr. N. A. Kring, a young Danish subject, who was at the wheel of the car which struck the mounted policeman, will not begin until the middle of next month. Mr. Kring, who has not yet been formally charged, has surrendered his passport to the Danish Consul-General and is under instructions to report to the Consul-General at regular intervals pending the disposition of the case.

Mr. Kring's car, travelling at a high rate of speed on Avenue Haig, struck the mounted Havildar from behind, killing his pony. Rider and mount were carried on the front of the car for a considerable distance before they were thrown to the roadway. Another Sikh trooper who was accompanying Havildar 508 was thrown from his pony, but escaped injury. The automobile was severely damaged.

The preliminary in the case has been completed, a number of Police and other witnesses having been heard.—(N.C.D.N.)

and consequently a reduction in these also becomes possible.

The ability to use small aerodromes is conferred upon the composite aircraft as a result of its power loading and wing loading. The wing loading at the take-off is light and the power high. The lower component furnishes a considerable additional wing area and also a group of high-powered engines. Take-off distances are expected to be so short that the smallest aerodrome will give a sufficient run. The distances will compare well with those of light aeroplanes. Mobility is partly the outcome of this ability to use small aerodromes. The composite aircraft could be used from any aerodrome and even from emergency landing grounds without difficulty.

In addition the composite aircraft may prove of value in high altitude flying for it enables a high degree of supercharge to be used in the engines of the upper component. Nor is the range increase, which has already been mentioned, confined to that obtainable by simply taking the upper component off and flying it to its operating altitude. It may remain with the lower component while the pair of them move part of the distance towards their objective, whether that be a commercial airport or some military station.



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ROUND THE WORLD IN LESS THAN 100 DAYS

Motorist Arrives In Shanghai After Long Trek

MANY MISHAPS, BUT CAR STILL KEEPS GOING

Round the world, by motor car in less than 100 days, and with a good chance of doing it in 94 days, is the ambition of Mr. B. J. Prochazka, sporting motorist, who since April 25 has been racing from Europe over deserts and trackless wastes, and who arrived at Shanghai on Sunday last from Singapore in the s.s. Corfu. Much of his trip by necessity has had to be made by water, but already he has done an estimated 14,680 kilometres in his four cylinder car, the same type of car with which he won two silver cups in the United States two years ago. He has encountered difficulties in Shanghai in landing his car, and as a result has been held up until the Tatsuta Maru leaves Shanghai on Saturday for Kobe; will disembark in the Japan port, motor overland, and then go on board the Tatsuta Maru once more. Arriving in San Francisco on July 8, he will make the transcontinental journey to New York, catch the Berengaria, and continue on to Praha, Czechoslovakia, the city from which he started.

He left Praha on April 25 and proceeded through Germany, Poland, Latvia, Russia, India, and Malaya. He is the first motorist allowed to travel through Soviet Russia by car. It being the custom to put the car on board a train and ship it through. He covered the distance between Moscow and Baku in record time although from Rostov on there were no roads or bridges.

FIRST TO DO IT
He is the first motorist to have entered Persia via Pahlave, and he went through Persia from Pahlave to Zahedan in record time of 49 hours and 35 minutes. He was lost for two days near Quetta, being caught in a sandstorm. He was found by a rescue party and after a little rest went overland through Lahore and Delhi to Bombay where he took the Corfu to Penang, disembarking at that point and motoring to Singapore.

Besides his experience with the sandstorm near Quetta, he had the experience of using railway bridges to cross big rivers in Russia, and one time was almost run down by a train while on a high embankment. He turned his car off the track and ran down the embankment, turning over.

He spoke humorously of possible difficulties in travelling the 3,000 miles across America in time to catch the Berengaria, telling of the fact that State police there had recently arrested the Iranian Minister and General Pershing for speeding, and he felt that his own attempt at going round the world in less than 100 days would not find much sympathy.

Mr. Prochazka is a member of the Sporting Committee of the Czechoslovakia Automobile Club and the International Sporting Club in Monte Carlo. He officiates at most of the French races. (N.C.D.N.)

DEVELOPMENT OF THE EMPIRE

PROBLEMS OF LAND SETTLEMENT

A recent meeting of the Royal Empire Society in London was addressed by Mr. B. E. Stevens, Premier of New South Wales, who took "Land Settlement" as his subject for discussion.

Mr. Stevens said that there was great scope for development in Australia, not only for the Australian and British people, but for the whole world. He pointed out that while Switzerland had 4,000,000 people occupying territory half as great as Tasmania, there were 325,000 square miles in New South Wales with a population of not quite 3,000,000. The trouble must be tackled in a big and courageous way. If they viewed it as a question of investment of capital, where was there a safer field for investment than in the Dominions?

RAILWAY BUILDING IN CHINA

Mr. Chang Kia-ngau On Vital Part Played In Economy

FIRST MEETING OF NEW LOAN SERVICE BODY

The belief that railway construction played a vital part in the rehabilitation of China's national economy, and that railways, apart from their economic significance, were also profitable enterprises, was expressed on Sunday last by Mr. Chang Kia-ngau, the Minister of Railways, at the first meeting of the loan service committee for the Chinese Government six per cent. sterling Shanghai-Hangchow-Ningpo Railway Completion Loan, reports "Reuter."

"We place high hopes on railway construction in China," he added "while the great span of China's territory, the vast diversity of production, served only by a meagre mileage of railroads, afforded an excellent opportunity for investment."

"In recollecting the well-deserved attempts in the past in connection with the loan," he continued, "and the difficult times we find ourselves in at present, I cannot help but feel enthused over the sincere efforts exerted by the British and Chinese Corporation, and their genuine spirit of co-operation, their vigour and courage with which they have brought about the final issue of the loan."

"A VOTE OF CONFIDENCE"

"In the course of our negotiation and the consequent signing of the agreement, the Ministry of Railways, in a determined effort to rehabilitate railway credit, has experienced considerable gratification in having the opportunity to further the friendly relations existed between the Ministry and the British and Chinese Corporation, and to establish a new and closer relationship with the China Development Finance Corporation. The very formation of this Committee, being a distinct departure from the past procedures, reflects the said sentiment of mutual trust and co-operation."

"We who serve on the railways well perceive the impetus which governs the action taken by the bankers, namely the Hong Kong and Shanghai Banking Corporation, the Central Bank of China, the Bank of China and the Bank of Communications, is something more than ordinary business considerations. There is present an element of faith. To us it is no less a challenge having the nature of a vote of confidence."

INTRINSIC WORTH OF BONDS

"The present issue, I consider, is of great importance. For many years we have not had a public issue of railway bonds. We must realize that the subscribing public is well aware of the difference of the price and value of the bonds. The value of the bonds is not to be measured by momentary price fluctuations but rather by their intrinsic worth, by which, I mean sound management of the railway and the regular performance of the loan service. Only by a strict adherence to these conditions will the public be expected to respond instantaneously with their support and subscription."

"I earnestly hope that the Railway Administration shall function with efficiency and economy, and that this Committee shall discharge its duties with faithfulness to a degree that they would inspire public confidence such as we have witnessed in the days when the bonds reached 102. In brief, China needs railways. The opportunities are unique. The present loan, I am led to believe, will only be the precursor of many similar investments."

Lord Bledisloe, formerly Governor-General of New Zealand, too, stressed this point. Millions of money, he said, were lying idle on deposit at British banks, while Overseas there were great potentialities waiting to be developed by such resources and promising a return of 6 to 8 per cent.

Another speaker urged that there should be established an adequately financed corporation, which would acquire control of large tracts of land suitable for settlement and which would not function for profit. Such a corporation, working together in Britain and the Dominions would select, train, finance and establish new settlers, carry out such services as water conservation and transport facilities, and direct production into the best channels.

MR. DAVIDSON'S VIEW

Mr. Alex Davidson, representing the British and Chinese Corporation, declared that, in his opinion, this was an important day in the history of China.

"It is many years," he added, "since a loan for railway construction has been floated, and it is an important step further cementing the close friendship which has existed between the British and Chinese peoples."

"I wish to associate myself with Mr. Chang in the hope expressed that this loan will be the forerunner of others under similar conditions. The fact that we have signed his loan agreement and placed the issue on the market, demonstrates very clearly the confidence in which my principals have in the Minister of Railways and the present Government of China, and I am sure that my Chinese colleagues are in full agreement with this."

"I feel that all will agree with me that this is a very important Loan Agreement and we must see that the railway will be constructed as economically and efficiently as possible, and that no default occurs in the service of the loan. I feel that we can count upon the hearty co-operation of the staff to carry out the terms of the loan agreement and to make the task of the loan service committee as easy as possible."

"Your Excellency, I congratulate you again on your courage, and I feel that, under your guidance a solution will be found for the financial difficulties of the Ministry. You have a hard task before you and I wish you the best of success."

Mr. T. L. Soong, representing the Chinese Development Finance Corporation, who also spoke, concurred in the sentiments expressed by the Minister of Railways. (N.C.D.N.)



Gordon's GIN

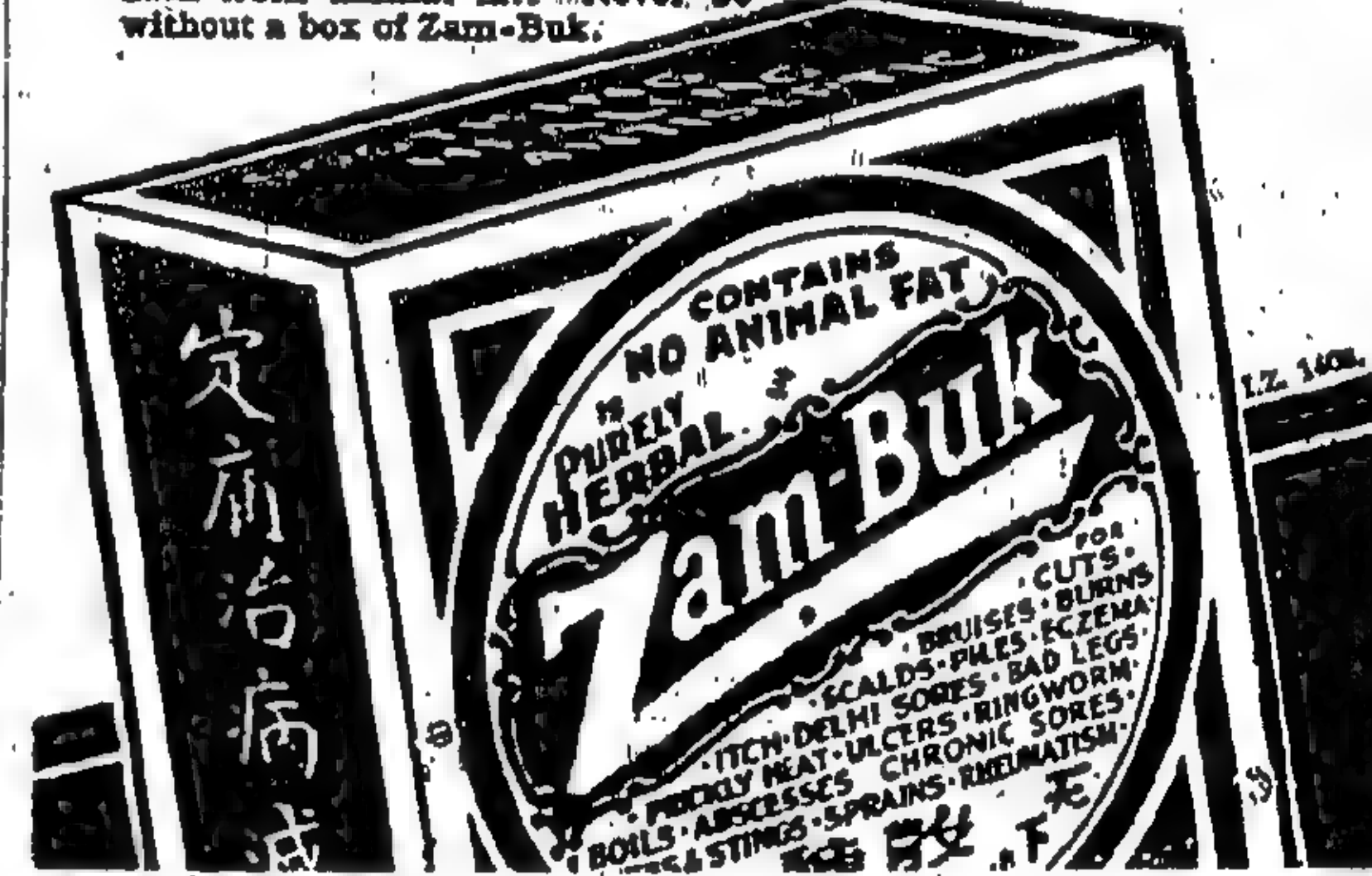
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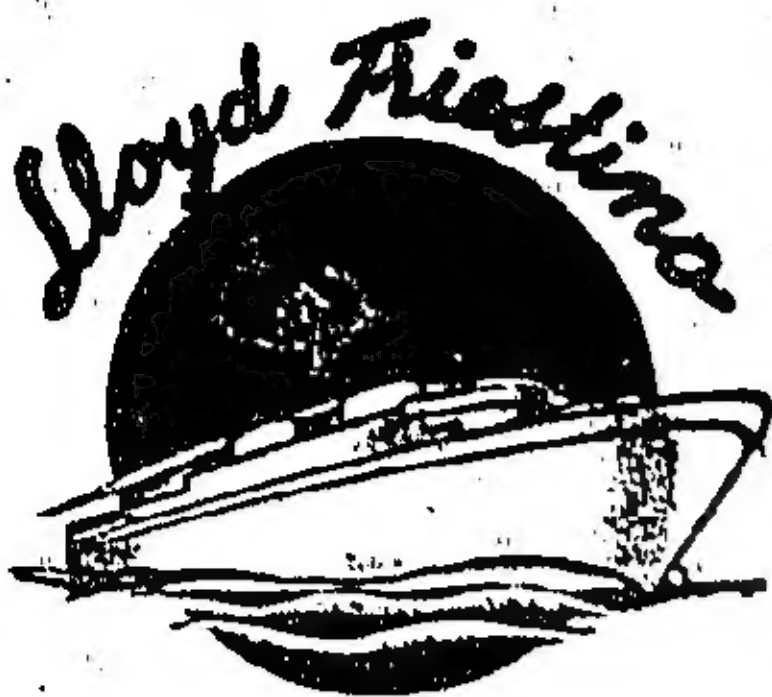
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s.s. "PREUSSEN" for Shanghai, Tsingtau, Dairen, Tokyo,	25th July
Moji, Kobe, Osaka, Yokohama, 25th July	
m.v. "SAUERLAND" for Shanghai, Kobe, Osaka, Yama,	16th July
Dairen, Tokyo, Tsingtau, 16th July	

HOMeward SAILINGS

s.s. "OLDENBURG" for M'les, R'dam, H'burg, 25th June	
m.v. "LEVERKUSEN" for M'les, R'dam, H'burg, 23rd July	
m.v. "RHEINLAND" for M'les, R'dam, H'burg, 23rd July	

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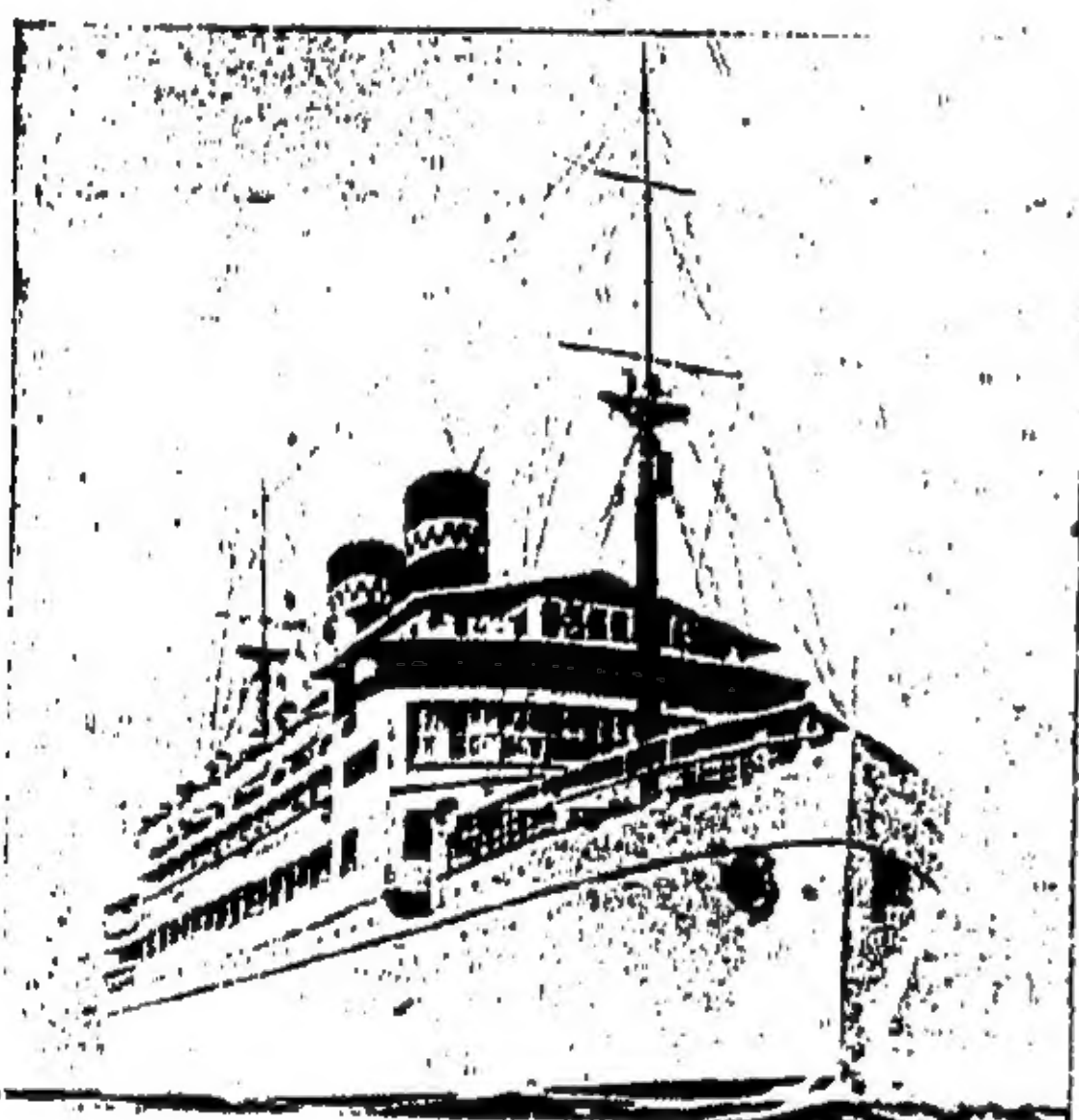
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THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices rose 1/4 over the week-end for both deliveries, the quotations being 19 11/16 for Ready and 19 3/4 for Forward. Silver advances attributed the rise to bear covering and to Indian purchases. China sold. The market closed steady. In America the rate was unchanged at 44 3/4 for Spot.

The London/New York cross-rate was lower at 5.01 7/8. The New York-London rate was quoted at 5.01 3/4.

MARKET

Steady but dull.

STERLING

No business was reported. There were sellers at 1/3 7/16 June-August and probably September and 1/3 13/32 October-December, buyers at 1/32 higher respectively.

U.S. DOLLARS

A small business was reported at 32 5/16 for cash. The market closed at 1 p.m. with sellers at 32 1/4 for June-July and 32 3/16 August-October, buyers at 1/16 higher respectively.

SHANGHAI DOLLARS

Business was reported at 107 1/8 for cash. There were probable sellers at 107 1/2 for cash.

SHANGHAI MARKET

There were sellers of Sterling at 1/2 3/8 and U.S. Dollars at 30 for Spot.

IN THE AFTERNOON

The market was extremely quiet in the afternoon.

IN STERLING

A small business was done at 1/3 15/32 for cash and 1/3 7/16 August. The market closed with sellers at 1/3 7/16 June-July and 1/3 13/32 August-December, buyers at 1/3 15/32 for cash-August and 1/3 7/16 September-December.

U.S. DOLLARS

The market closed with sellers at 32 1/4 June-July, 32 3/16 August-September, and 32 1/8 October-November, buyers at 1/16 higher respectively.

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

China Lights, Hotels and Cements were dealt in at \$10.60, \$44 and \$8.70/83 respectively. Trams appreciated to \$10.10 buyers, sellers asking for \$10.20.

Manila quotations displayed only a few minor alterations, the market closing steady.

BUYERS

Hong Kong Banks, \$1.570.
Union Insurance, \$517.
H.K. & W. Docks, \$94.
Providents (Old), 95 cts.
Venz, Goldfields, \$44.
Antamoks, \$4.40.
Atoks, 60 cts.
Benguet Explorations, 23 cts.
Consolidated Mines, 12 cts.
Demonstrations, \$1.07.
I.X.L., \$1.95.
Masbate, 76 cts.
San Mauricio, \$1.
Hubs, \$44.
H.K. Land & Debenures, 100.
H.K. Trams, \$10.10.
China Lights (Old), \$10.55.
China Lights (New), \$7.70.
Electric, \$504.
Singapore Tractions, 29/-
Malabon Sugars, \$94.
Cements, \$3.60.
Constructions (New), 30 cts.
Govt. 4% Loan, 7% Prem.
Govt. 3 1/2% Loan, 12% Prem.

SELLERS

Demonstrations, \$1.08.
Northern Mining 36 cts.
China Lights (Old), \$10.65.
Telephones (New), \$84.
Cements, \$34.
Canton Insurance, \$255.
Antamoks, \$4.49.
Demonstrations, 1.08/1.07.
Masbate, 79 cts.
Hotels, \$44.
H.K. Trams, \$94/0.80.
China Lights (Old), \$10.60.
Cements, \$3.70/82.
Watsons, \$3.45.
Manila Closing Sales
Antamoks, P.2.90.
Baguio Gold, 17 cvo.
Benguet Consol., P.11.80.
Benguet Explor., 17 cvo.
Big Wedge, 25 cvo.
Demonstrations, 69 cvo.
Itogons, 60 cvo.
Masbate, 45 cvo.
Northern Mining, 22 cvo.
Paracale Guma, 36 cvo.
San Mauricio, 68 cvo.
United Paracale, 68 cvo.

LONDON EXCHANGE RATES

(British Wireless Service)

	June 17.	June 20.
Paris	76 23/84	76 11/84
Geneva	15.55	15.44 1/2
Berlin	12.40	12.45
Athens	538 S.	
Milan	64	63 15/16
Shanghai		1/2 1/16
New York	5.02 1/2	5.03 1/2
Amsterdam	7.44	7.47
Vienna		
Prague	630 S.	677
Bucharest	121 1/2	121 1/2
Madrid	36 55/64	36 51/64
Lisbon		
Hong Kong		
Brussels	29 7/4	29.89
Montevideo		38 1/2
Belgrade	222	
Montreal	5.03 1/2	5.01 15/16
Yokohama		
Helsingfors		
Rio		
Buenos Aires		
Silver (Spot)		19 11/16
Silver (forward)		19 1/2
War Loan	19 1/2	3 1/2 105 1 1/16.

Closing Quotations

On London:—	On New York:—
Telegraphic Transfer 1/3	Bank Bills, on demand 39
Bank Bills, on demand 1/16	Credits, 60 days' sight 32 1/16
Bank Bills, 4 months' sight 1/32	On demand 47
Credits, four months' sight 1/32 1/16	On Paris:—
On Shanghai:—	Bank Bills, on demand 466
On demand 106 1/2	Credits, 4 months' sight 559
On Singapore:—	On Saigon:—
On demand 54 1/2	On demand 484
On Japan:—	On Manila:—
On demand 106 1/2	On demand 64
On India:—	On Bangkok:—
Telegraphic Transfer 1/4	On demand 145 1/2
Bank, on demand 1/4	Sovereigns, Bank Buying
	Rate 1/313/16
	Bar Silver, per oz. 19 11/16

NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

Quotations	High	Low	Close	Today's	Change
New York/London Cross-rate	—	—	5.02 1/2	5.01 1/2	8 off
New York Cotton—Oct.	11.61	11.49	11.41	11.58	17 up
New York Rubber—Sep.	15.81	15.92	15.95	15.98	13 up
Chicago Wheat—Sep.	96	94 1/2	92 1/2	95 1/2	33 up
Chicago Corn—Sep.	66 1/2	65 1/2	65 1/2	65 1/2	11 up
Silver—Official	—	—	43 1/2	43 1/2	unquoted

Dow Jones Averages	High—1934/35	Low: June 19.	June 20	Change
50 Industrials	161.59	163.11	164.53	14.91 up
30 Rails	51.37	46.86	47.52	47.56 up
20 Utilities	33.76	33.83	33.69	33.83 up
40 Bonds	103.34	98.92	102.84	102.76 up
11 Commodity Index	65.68	65.58	60.20	61.14 up

Business Done:—320,000 shares.

Stocks	June 19	20	Stocks	June 19	20
Adams Express	114	114	G. Western Sugar	35 1/2	35 1/2
Amer. Can.	133	133 1/2	Humble Oil	50 1/2	50 1/2
Amer. Cyanamid 'B'	33 1/2	33 1/2	Int. Harvester Co.	87 1/2	87 1/2
Am. & For. Power	74	74	Int. Nickel	49 1/2	49 1/2
Am. & For. P. 37 pt	33 1/2	33	Int. Tel. & Tel.	14 1/2	14 1/2
Am. Light & Trac.	27 1/2	27 1/2	Kennecott	38 1/2	38 1/2
Amer. Locomotive	20 1/2	20 1/2	Loew's Inc.	45 1/2	45 1/2
Amer. Radiator	27 1/2	27 1/2	Lorillard	22 1/2	22 1/2
Amer. Rolling Mill	78	78 1/2	McKesson & Rob-		
Amer. Smelting	53 1/2	53	bing Inc.	43 1/2	43 1/2
Am. Sugar Refining	168 1/2	167	Monsanto Chemical	89	89 1/2
Amer. Tel. & Tel.	98	98	Montgomery Ward	44 1/2	44 1/2
Amer. Tobacco 'B'	23 1/2	23 1/2	Nat. City Bk.	36 1/2	36 1/2
Amer. Waterworks	33 1/2	33 1/2	Nat. Dairy Prods.	24 1/2	25
Anaconda Copper	71	71 1/2	Nat. Distillers	27 1/2	27 1/2
Atchafalpa, T. & S. Fe.	28 1/2	28 1/2	Nat. Power & Light	10 1/2	11
Atlas Corp.	12 1/2	12 1/2	New York Central	36 1/2	36 1/2
Auburn	29	29 1/2	North American	23 1/2	23 1/2
Baltimore & Ohio	18 1/2	19	Northern Pacific	30 1/2	29 1/2
Bethlehem Steel	52 1/2	53 1/2	Pacific Gas & Elec.	38	38 1/2
Boeing Airplane Co.	22 1/2	22 1/2	Pacific Lighting	51 1/2	51 1/2
Borden Co.	28 1/2	28 1/2	Packard Motors	10 1/2	10 1/2
Bklyn - Manhattan			Paramount Picture		
Trans. Corp.	49	49	Incor.	8	8 1/2
Bklyn - Manhattan			Pennsylvania R. R.	32 1/2	32 1/2
36 cum. pt.	102 1/2	102 1/2	Phillips Petroleum	41	41
Case, J. I.	179	181	Pure Oil Co.	45 1/2	45 1/2
Canadian Pac. Rly.	12 1/2	12 1/2	Pub. Service of N.J.	17 1/2	18
Chase Nat. Bk.	42 1/2	42 1/2	Radio Corp.	11 1/2	11 1/2
Chesapeake Corp.	70	70 1/2	Radio Corp. "B"		
Chesapeake & Ohio	59 1/2	59 1/2	\$5 of	105 1/2	106 1/2
Chrysler	98 1/2	101 1/2	Reynolds Tob 'B'	55 1/2	55 1/2
Columbia Gas & E.	19 1/2	20	Schenley	43 1/2	43
C. G. & E. 6% A' pt	108	108	Schenley 5 1/2 pt	99 1/2	99 1/2
Commercial Credit	61	61 1/2	Sears Roebuck	73 1/2	74
Coml. Solvents	15 1/2	15 1/2	Secony-Vacuum	12 1/2	12 1/2
Comm. & Southern	34	34	Stm. Cal. Edison	28 1/2	27 1/2
(ord.)			Stm. Pacific	33 1/2	34 1/2
Comm. & Southern			Stand. Brands	15 1/2	15 1/2
(ord.) 36 cum. pt.	60 1/2	70	Stand. Gas Y Elec.	6 1/2	6 1/2
Consolid. Gas of N.Y.	36 1/2	36 1/2	Stand. Oil of N.J.	59 1/2	59 1/2
Consolid. Oil	12	11 1/2	Sterling Prods.	31 1/2	30 1/2
Continental Oil	29 1/2	29 1/2	Swift International	69 1/2	69 1/2
Corn. Products	80 1/2	81 1/2	Technicolor	27 1/2	27 1/2
Curtiss Wright (C)	5 1/2	5 1/2	Texas Gulf Sulphur	36 1/2	35 1/2
Curtiss Wright (A)	15 1/2	15 1/2	Transamerica	13 1/2	13 1/2
Delaware & Hudson	41 1/2	41 1/2	20th Cent. Fox Film		
Distillers Corp. Sea-			comm.	25 1/2	25 1/2
grams	22 1/2	23	20th Cent. Fox Film		
Douglas Aircraft	56 1/2	58	pl.	34 1/2	34
Du Pont de Nemours	148 1/2	149	Un. Carbide & Car-		
Electric Boat	13 1/2	13 1/2	bon	89 1/2	90 1/2
Elec. Bond & Share	20 1/2	21 1/2	Un. Pacific	130	130 1/2
\$5 pt.	75 1/2	73 1/2	Un. Aircraft (New)	23 1/2	23 1/2
Elec. Bond & Share			Un. Airline Trans.	17 1/2	17 1/2
\$5 pt.			Un. Corp.	7 1/2	7 1/2
\$5 pt.	82 1/2	82 1/2	Un. Corp. 3 cum.		
Elec. Power & Light	15 1/2	15 1/2	pl.	44 1/2	45 1/2
Gen. Cigar	59	59 1/2	Un. Gas Improve-		
Gen. Electric	38 1/2	38 1/2	ment	10	10 1/2
Gen. Foods	42 1/2	42 1/2	U. S. Indus. Alcohol	36 1/2	36 1/2
Gen. Motors	64 1/2	65 1/2	U. S. Rubber	2 1/2	2 1/2
Gen. Ry. Signal	35	34 1/2	U. S. Steel	62 1/2	63 1/2
Gold Dust	15 1/2	15 1/2	Vanadium	18 1/2	18 1/2
Goodrich Tyre Co.	19 1/2	20	Warner Bros. Pict.	8 1/2	9 1/2
Goodyear Tire & R.	24 1/2	25 1/2	Westinghouse Elec.	118	116
G. N. Ry. pt.	42 1/2	41 1/2	Call Money	1 1/2	1 1/2
ex. div.			possible num.		

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Pres. Pierce 8 a.m. July 1st	Pres. Jefferson M'night July 3rd
Pres. Coolidge 6 a.m. July 11th	Pres. Jackson M'night July 17th
Pres. Lincoln 6 a.m. July 29th	Pres. McKinley M'night July 31st
Pres. Hoover 6 a.m. Aug. 8th	Pres. Grant M'night Aug. 14th
Pres. Cleveland 6 a.m. Aug. 18th	Pres. Jefferson M'night Aug. 24th

EUROPE, NEW YORK	MANILA
Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Naples, Genoa and Marseilles.	THE MOST FREQUENT SERVICE
Pres. Adams 8 a.m. July 4th	Next Sailing
Pres. Harrison 8 a.m. July 18th	Pres. Pierce 6 p.m. June 23rd
Pres. Hayes 8 a.m. Aug. 1st	Pres. Jefferson 8 p.m. June 27th
Pres. Wilson 8 a.m. Aug. 15th	Pres. Coolidge 9 p.m. July 2nd
Pres. Monroe 8 a.m. Aug. 29th	Pres. Adams 8 a.m. July 4th
	Pres. Jackson 6 p.m. July 11th

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CANTON BRANCH:—

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, TIENTSIN, CHEFOO & TIENTSIN	"NEWHOWANG"	On 24th June, 2 p.m.
SWATOW & SHANGHAI	"SECHOWEN"	On 24th June, 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 24th June, 4 p.m.
NIHONG & SHANGHAI	"CHENGCHOW"	On 24th June, 4 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 24th June, 5 p.m.
SWATOW, CHEFOO & TIENTSIN	"HUPPEE"	On 24th June, 5 p.m.
AMOI, SWATOW, SINGAPORE & PENANG	"MUINAM"	On 27th June, 2 p.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 28th June, 3 p.m.
SHANGHAI		
DAIREN & NEWCHANG	"SINKIANG"	On 29th June, 5 p.m.
SWATOW & HONGKOW	"KALGAN"	On 30th June, 3 p.m.
SWATOW, TIENTSIN, CHEFOO & TIENTSIN	"NINGHAI"	On 1st July, 2 p.m.
SWATOW & SHANGHAI	"SOCHOW"	On 1st July, 3 p.m.
AMOI & SHANGHAI	"TINAM"	On 1st July, 5 p.m.
SWATOW, FOCHOW, SHANGHAI, TIENTSIN		
WEIKAIWAI, CHEFOO & TIENTSIN	"HOIHOW"	On 3rd July, 3 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KINGCHOW"	On 3rd July, 3 p.m.
SWATOW & SHANGHAI	"KAYING"	On 5th July, 3 p.m.
SWATOW, AMOI, SWATOW, SINGAPORE & PENANG	"ANSUN"	On 6th July, 3 p.m.
SWATOW, TIENTSIN, CHEFOO & TIENTSIN	"NANOHANG"	On 8th July, 2 p.m.
SWATOW & SHANGHAI	"SECHOWEN"	On 8th July, 3 p.m.
SWATOW & HONGKOW	"KWEIYANG"	On 8th July, 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 8th July, 5 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KWANGCHOW"	On 10th July, 3 p.m.

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FIRST CLASS FARE TO SYDNEY, 7/6 RETURN
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(Australian Newspapers on Sale)

STEAMERS	Leave Hong Kong	Leave Manila	Leave Sydney
TAIPING	7 July	14 July	17 July
CHANGTE	11 Aug.	18 Aug.	21 Aug.
TAIPING	4 Sept.	11 Sept.	14 Sept.
CHANGTE	8 Oct.	15 Oct.	18 Oct.

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S.S. SEISTAN Wednesday, 24th June.

S.S. HAITAN Tuesday, 30th June, 4 p.m.

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Holt's—Glenafarie.
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Salkong—Wing Wah.

DOCKS.

Kowloon:—Corpeville, Helyo Maru, Clara, Jensen and Haitan.
Talkoo—H.M.S. Regent, Newchwang, Kin Shan, Kwangtung, Morosa, Sul Yang, Silverdand, Pei An and Glaucus.

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No. A3—Radorshire
No. A5—Hong Hsian
No. A8—Havre Maru
No. B4—Hermud
No. B5—Sagres
No. B8—Hang Sang
No. B11—Yungchi
No. B15—Huphe
No. B18—Tung Cheng
No. B17—Haldor
No. B18—Feng Lee
No. B20—Tai Yuan
No. B22—Yuen Sang
No. B25—Unita
No. C1—Wong Shek Kung

ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN

Amoy.	
Haiyang, Douglas, June 23	
Fukuken Maru, O.S.K., June 24	
Taiyuan, B. & S., June 25	
Tilawa, B.I. (Apar), June 25	
Tjisadane, J.C.J. Line, June 25	
Haining, Douglas, June 25	
Muinam, B. & S., June 27	
Canton Maru, O.S.K., June 28	
Cremor, J.C.J. Line, June 30	
Haitan, Douglas, June 30	
Tainan, B. & S., July 1	
Haiyang, Douglas, July 3	
Tjisadane, J.C.J. Line, July 5	
Anshun, B. & S., July 6	
Haining, Douglas, July 7	
Santha, B.I. (Apar), July 9	
Tjisadane, J.C.J. Line, July 9	
Taima, B.I. (Apar), July 13	
Tjisadane, J.C.J. Line, July 13	

Chetoo.	
Newchwang, D. & S., June 24	
Haining, Douglas, June 25	
Ninghai, B. & S., July 1	
Fooking, Jardine's, July 2	
Hoihow, B. & S., July 3	

Daluy.	
Rheinland, Jensen's, June 23	
Africa Maru, O.S.K., June 23	
Sinkiang, B. & S., June 29	
City of Bath, Bank Line, July 2	
Preussner, Jensen's, July 2	
Glenapp, Jardine's, July 6	
Sauerland, Jensen's, July 15	
Tjisadane, J.C.J. Line, July 19	

Fochow.	
Haiyang, Douglas, June 23	
Haining, Douglas, June 25	
Huphe, B. & S., June 26	
Haitan, Douglas, June 30	
Fooking, Jardine's, July 2	
Haiyang, Douglas, July 3	
Hoihow, B. & S., July 3	
Haining, Douglas, July 7	

Hankow.	
Franken, Melchers, July 2	
Taiyuan, B. & S., July 13	

JAPAN (Direct).	
Africa Maru, O.S.K., June 23	
Hoihow, Jardine's, July 3	
Haiyuan, N.Y.K., July 4	
Taiyuan, B. & S., July 13	
Talhybin, B. & S., July 16	

Keelung.	
Gertrude Maerk, Jensen's, June 23	
Canton Maru, O.S.K., June 28	
Tjisadane, J.C.J. Line, July 5	

Newchwang.	
Sinkiang, B. & S., June 29	

Ningpo.	
Chengtu, B. & S., June 26	

Pakow.	
Franken, Melchers, July 2	

Shanghai and Japan.	
Rheinland, Jensen's, June 23	
Ranchi, P. & O., June 23	
Tilawa, B.I. (Apar), June 25	
Emp. of Japan, C.P.S., June 26	
Fukuken Maru, O.S.K., June 26	
Gertrude Maerk, Jensen's, June 26	
General Lee, States Co., June 27	
Philippines, B. & S., June 28	
Preussner, Jensen's, July 1	
Assama Maru, N.Y.K., July 2	
City of Bath, Bank Line, July 2	
Preussner, Jensen's, July 2	
Benvenuti, Loxley's, July 3	
Fukuken Maru, N.Y.K., July 4	
Ajao, B. & S., July 5	
Preussner, Jensen's, July 5	
Tjisadane, J.C.J. Line, July 5	
Nollan, P. & O., July 5	
Nijima Maru, N.Y.K., July 7	
Somali, P. & O., July 7	
Potsdam, Melchers, July 8	
Nadara, P. & O., July 9	
Santha, B.I. (Apar), July 9	
Africa, E.A. Co., July 10	
Emp. of Asia, C.P.S., July 10	
Mar. Joffre, Messageries, July 10	
Preussner, Jensen's, July 11	
Taisored, Thoresen's, July 11	
Clyton, B. & S., July 12	
Benvenuti, Loxley's, July 12	
Sauerland, Jensen's, July 15	
Hakozaki Maru, N.Y.K., July 17	
Preussner, Jensen's, July 17	
General Pershing, States Co., July 18	
Tai Ping, Dodwell's, July 18	
Taiyuan, N.Y.K., July 21	
Kaiser-i-Hind, P. & O., July 21	
Taima, B.I. (Apar), July 23	
Aramis, Messageries, July 24	
Emp. of Canada, C.P.S., July 24	

SEANGHAI AND VIA PORTS.	
Sandviken, Jardine's, June 24	
Seichuen, B. & S., June 24	
Taiyuan, B. & S., June 25	
Tjisadane, J.C.J. Line, June 25	
Chengtu, B. & S., June 26	
Huphe, B. & S., June 26	
Daviken, Jardine's, June 26	
Kwangchow, B. & S., June 28	
Sinkiang, B. & S., June 29	
Sochow, B. & S., July 1	
Yachting, Jardine's, July 1	
Franken, Melchers, July 2	
Tainan, B. & S., July 2	
Hoihow, B. & S., July 3	
Glenapp, Jardine's, July 6	
Kaying, B. & S., July 5	
Tjisadane, J.C.J. Line, July 9	
Thoresen, B. & S., July 13	
Hector, B. & S., July 17	
Tjisadane, J.C.J. Line, July 19	

Hankow.	
Franken, Melchers', July 2.	

CANADIAN PACIFIC
1937 SAILINGS

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Canada	Jan. 26	Jan. 28	Jan. 31	Feb. 2	Feb. 9	Feb. 14	Feb. 27
E/Russia	Feb. 12	Feb. 14	Feb. 18	Feb. 18	Feb. 18	Feb. 27	Feb. 27
E/Japan	Feb. 23	Feb. 25	Feb. 28	Mar. 2	Mar. 9	Mar. 13	Mar. 13
E/Asia	Mar. 10	Mar. 12	Mar. 14	Mar. 16	Mar. 18	Mar. 27	Mar. 27
E/Canada	Mar. 19	Mar. 21	Mar. 24	Mar. 26	Mar. 28	Apr. 7	Apr. 7
E/Russia	Apr. 3	Apr. 5	Apr. 8	Apr. 10	Apr. 10	Apr. 19	Apr. 19
E/Japan	Apr. 16	Apr. 18	Apr. 21	Apr. 23	Apr. 29	May 4	May 4
E/Asia	Apr. 30	May 2	May 4	May 6	May 8	May 17	May 17
E/Canada	May 14	May 16	May 19	May 21	May 28	June 2	June 2
E/Russia	May 28	May 30	June 1	June 3	June 5	June 12	June 12
E/Japan	June 11	June 13	June 16	June 18	June 24	June 29	June 29

VANCOUVER GOLDEN JUBILEE
JULY 1st to SEPTEMBER 7th, 1936
CARNIVALS—MILITARY & NAVAL TATTOOS—
KLONDIKE GOLD RUSH RE-ENACTED—
HISTORICAL PAGEANTRY—ETC.

TO MANILA

EMPRESS OF ASIA ... July 2nd.
EMPRESS OF CANADA ... July 17th.

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SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
ASAMA MARU ... Thursday, 2nd July
TAIYO MARU ... Tuesday, 21st July
CHICHIBU MARU ... Thursday, 30th July

SEATTLE & VANCOUVER.
HIKAWA MARU (Starts from Kobe) Friday, 14th July
HIYAMA MARU (Starts from Kobe) Saturday, 1st Aug.

NEW YORK via Panama.
+ NOJIMA MARU ... Tuesday, 7th July
+ NOTO MARU ... Monday, 27th July

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

HEIYO MARU ... Saturday, 4th July
LONDON, MARSEILLES, ANTWERP, ROTTERDAM
YAKUNI MARU ... Friday, 3rd July
YAKUNI MARU ... Saturday, 1st July

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, and Valencia.

+ DELAGOA MARU ... Friday, 10th July
SYDNEY & MELBOURNE via Manila and Ports.
ATSUTA MARU ... Saturday, 27th June
KAMO MARU ... Saturday, 26th July
+ NEPTUNA (Call Saigon) ... Saturday, 4th July

BOMBAY via Singapore, Penang and Colombo.
+ TOYAMA MARU ... Sunday, 28th June
+ DENMARK MARU ... Thursday, 2nd July
TANGO MARU ... Saturday, 11th July

CALCUTTA via Singapore, Penang and Rangoon.
+ NAGATO MARU ... Monday, 28th June
+ TOBA MARU ... Tuesday, 7th July
+ TOTTORI MARU ... Thursday, 16th July

SHANGHAI, KOBE & YOKOHAMA.
GINYO MARU ... Saturday, 27th June
FUSHIMI MARU ... Saturday, 4th July
HAKOZAKI MARU ... Friday, 17th July

+ Cargo only.

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FELIX ROUSSEL 28th June, 1936.
MARCEL JOFFRE 10th July, 1936.
ARABIS ... 24th July, 1936.
CHENONCEAUX 8th Aug., 1936.
JEAN LABORDE ... 31st Aug., 1936.
FELIX ROUSSEL 4th Sept., 1936.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
SPHINX ... 28th June 1936.
FELIX ROUSSEL 14th July 1936.
MARCEL JOFFRE 28th July 1936.
ARABIS ... 11th Aug., 1936.
CHENONCEAUX 25th Aug., 1936.
JEAN LABORDE 8th Sept., 1936.

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Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

ADVERTISED SAILING
FROM HONG KONG

(Continued from Page 14)

Island, Jardine's June 30.
Patrolus, B. & S., July 1.
Denmark Maru, N.Y.K., July 3.
Kilderpore, P. & O., July 3.
Yasukuni Maru, N.Y.K., July 3.
Prest. Adams, Dollar's, July 4.
Shirala, B.I. (Apar), July 4.
Anshun, B. & S., July 6.
Toba Maru, N.Y.K., July 7.
Cremer, J.C.J. Line, July 9.
Delagoa Maru, N.Y.K., July 10.
Corfu, P. & O., July 11.
Tango Maru, N.Y.K., July 11.
Hurdwan, P. & O., July 18.
Hakone Maru, N.Y.K., July 18.
Prest. Harrison, Dollar's, July 18.
Tilawa, B.I. (Apar), July 18.
Mirzapore, P. & O., July 22.
Potadam, Melchers', July 25.

Piraeus

Delagoa Maru, N.Y.K., July 10.
Plymouth.
Rawalpindi, P. & O., June 27.
Port Swettenham.
Shirala, B.I. (Apar), July 4.
Corfu, P. & O., July 11.
Tilawa, B.I. (Apar), July 18.

Port Said

Toulouse, Thoresen's, June 24.
Olenburg, Jensen's, June 25.
Rawalpindi, P. & O., June 27.
Scharnhorst, Melchers', June 27.
Sphinx, Messageries', June 30.
Patrolus, B. & S., July 1.
Tamura, Gilman's, July 2.
Yasukuni Maru, N.Y.K., July 3.
Prest. Adams, Dollar's, July 4.
Neckar, Melchers', July 5.
Leverkusen, Jensen's, July 8.
Benvenue, Loxley's, July 9.
Delagoa Maru, N.Y.K., July 10.
Corfu, P. & O., July 11.
Serooskerk, J.C.J. Line, July 11.
Felix Roussel, Messageries', July 14.
Denmark, B. & S., July 15.
Memnon, B. & S., July 15.
Burdwan, P. & O., July 18.
Hakone Maru, N.Y.K., July 18.
Prest. Harrison, Dollar's, July 18.
Potadam, Melchers', July 25.

Port Sudan

Tamura, Gilman's, July 2.
Rangoon.
Helsing, Thoresen's, June 27.
Nagato Maru, N.Y.K., June 29.
Shirala, B.I. (Apar), July 4.
Toba Maru, N.Y.K., July 7.
Tottori Maru, N.Y.K., July 10.
Tilawa, B.I. (Apar), July 18.

Rotterdam

Radnorshire, Jardine's, June 24.
Toulouze, Thoresen's, June 24.
Olenburg, Jensen's, June 25.
Conte Verde, Lloyd Triestino, June 25.
Scharnhorst, Melchers', June 27.
Patrolus, B. & S., July 1.
Tamura, Gilman's, July 2.
Yasukuni Maru, N.Y.K., July 3.
Neckar, Melchers', July 5.
Leverkusen, Jensen's, July 8.
Benvenue, Loxley's, July 9.
City of Eastbourne, Bank Line, July 9.
Glenbeg, Jardine's, July 9.
Leverkusen, Jensen's, July 8.
Benvenue, Loxley's, July 9.
Serooskerk, J.C.J. Line, July 11.
Memnon, B. & S., July 15.
Burdwan, P. & O., July 18.
Hakone Maru, N.Y.K., July 18.
Denmark, B. & S., July 15.
Potadam, Melchers', July 25.

Scandinavian and Baltic Ports

Toulouze, Thoresen's, June 24.
Tamura, Gilman's, July 2.
Southampton.
Scharnhorst, Melchers', June 27.
Potadam, Melchers', July 25.

Singapore

Santos Maru, O.S.K., June 23.
Radnorshire, Jardine's, June 24.
Toulouze, Thoresen's, June 24.
Yuenhsing, Jardine's, June 24.
Olenburg, Jensen's, June 25.
Van Houten, J.C.J. Line, June 25.
Helsing, Thoresen's, June 27.
Mentor, B. & S., June 27.
Munim, B. & S., June 27.

Rawalpindi, P. & O., June 27.
Scharnhorst, Melchers', June 27.
Conte Verde, Lloyd Triestino, June 25.
Tamura, Gilman's, July 2.
Yasukuni Maru, N.Y.K., July 3.
Neckar, Melchers', July 5.
Leverkusen, Jensen's, July 8.
Benvenue, Loxley's, July 9.
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Tilawa, B.I. (Apar), July 18.
Mirzapore, P. & O., July 22.
Potadam, Melchers', July 25.

S. and E. African Ports

Santos Maru, O.S.K., June 23.
Tasman, J.C.J. Line, July 1.

Oldenburg, Jensen's, June 25.
Scharnhorst, Melchers', June 27.
Conte Verde, Lloyd Triestino, June 25.
Sphinx, Messageries', June 30.
Tamura, Gilman's, July 2.
Yasukuni Maru, N.Y.K., July 3.
Neckar, Melchers', July 5.
Leverkusen, Jensen's, July 8.
Benvenue, Loxley's, July 9.
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Mirzapore, P. & O., July 22.
Potadam, Melchers', July 25.

Tangier

Rawalpindi, P. & O., June 27.
Corfu, P. & O., July 11.
Triest and Venice.
Conte Verde, Lloyd Triestino, June 25.
Valencia.
Delagoa Maru, N.Y.K., July 10.

NEWS FROM THE
WATERFRONTFreight and Asiatic
Passengers Returns

(BY LONGSHOREMAN)

The freight returns, received from the Harbour Office during the 24 hours ended at 9.00 a.m. yesterday, showed a fairly high tonnage movement, a large proportion of which being made up by British and Japanese ships.

The total tonnage of general cargo carried by vessels to the Colony was 11,135 tons, with British steamers carrying 1,898 tons.

Through cargo for ports beyond the Colony amounted to 15,897 tons, of which 3,123 tons were carried by British steamers.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9.00 a.m. yesterday were 1,924, of which 1,241 were from British steamers.

There were altogether seventeen arrivals, of which six were of British registry, the remainder being of other nationalities, while of the eight departures, two were British ships, the rest being of other different countries. Particulars as follows—

Nationality	Ships	Tonnage
British	6	5,021
Dutch	1	443
Norwegian	2	5,827
American	1	667
French	1	2,097
Japanese	3	9,904
Chinese	3	3,103
Total	17	27,032

Glaucus, B. & S., July 4.
Prest. Adams, Dollar's, July 4.
Shirala, B.I. (Apar), July 4.
Neckar, Melchers', July 5.
Anshun, B. & S., July 6.
Toba Maru, N.Y.K., July 7.
City of Eastbourne, Bank Line, July 9.
Glenbeg, Jardine's, July 9.
Leverkusen, Jensen's, July 8.
Benvenue, Loxley's, July 9.
Delagoa Maru, N.Y.K., July 10.
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ARRIVALS

22ND JUNE, 1936.

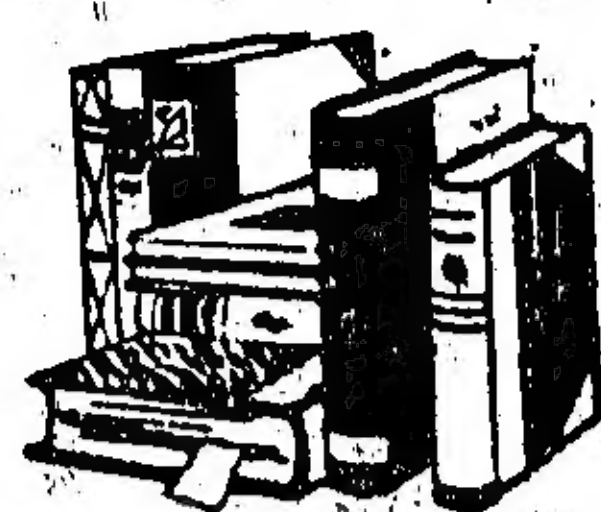
Gertrude Maersk, Danish steamer, 3,155 tons, Captain C. Nielsen, from Cebu via Manila, Kowloon Bay.—Jensen & Co.

Yuen Sang, British steamer, 1,983 tons, Captain W. Field-Hook, from Kobe, buoy No. B32.—J. M. & Co.

Hupei, British steamer, 1,628 tons, Captain J. Beck, from Swatow, buoy No. B15.—Butterfield and Swire.

Hong Sang, British steamer, 2,274 tons, Captain J. H. Gregory, from Swatow, buoy No. A5.—Ho Thong & Co.

Radnorshire, British steamer, 4,800 tons, Capt. D. E. Evans, from Tsingtao, buoy No. A3.—J. M. & Co.



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LIVERPOOL SERVICE

"MENTOR" Sails 27 JUNE, for Oran, Havre, Liverpool, Bromborough and Glasgow

NEW YORK SERVICE

"GLAUCUS" Sails 4 JULY, for Boston, New York, Philadelphia and Baltimore, via Manila, Batavia, Straits & Cape of Good Hope.

PACIFIC SERVICE (via KOBE, NAGATA & YOKOHAMA)

"TALITHYBIUS" Sails 10 JULY, for Victoria, Vancouver & Seattle

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"PHILOCTETES" 23 JUNE, From U.K. via Straits
"AJAX" 3 JULY, From U.K. via Straits
"TALITHYBIUS" 10 JULY, From Pacific via Japan & Shanghai

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Issued & Fully Paid-Up \$20,000,000
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Sterling £ 8,500,000
Hong Kong Currency \$10,000,000
Reserve \$10,000,000
Reserve Liability of Proprietors \$30,000,000

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Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Also up to date SAFE DEPOSIT Boxes in various sizes To Let.

Hong Kong, 18th April, 1936.

HONG KONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the Hong Kong & Shanghai Banking Corporation.

V. M. GRAYBURN, Chief Manager.

Hong Kong, 24th February, 1936.

THE YOKOHAMA SPECIE BANK LIMITED

Capital (fully paid up) Yen 100,000,000.00

Reserve Fund Yen 129,150,000.00

Head Office:—YOKOHAMA

Branches and Agencies at: Alexandria, Honolulu, Rangoon, Batavia, Hankow, Canton, Berlin, Harbin, Shanghai, Bombay, Kobe, San Francisco, Calcutta, London, Los Angeles, Dairen, Manila, Semarang, Fongtien, Nagasaki, Singapore, (Mukden) Nagoya, Soerabaya, Hamburg, New York, Sydney, Hankow, Osaka, Tientsin, Harbin, Paris, Tokyo, Hong Kong, Peking, Yankow.

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

G. KISHINAMI, Manager.

Hong Kong 10th March, 1936.

BANK OF EAST ASIA, LIMITED.

Authorized Capital \$10,000,000.00

Paid-up Capital \$5,698,800.00

Reserve and Undivided Profits 2,385,395.52

Head Office:—Hong Kong

No. 10, Des Voeux Road, Central.

Board of Directors: Sir Sheng Chou, Chairman, Li Koon Chun, Esq., Li Lan Sang, Esq., P. K. Kwok, Esq., Wong Chun Shun, Esq., Wong Yung Tong, Esq., Kan Ying Po, Esq., Chan Ching Shek, Esq.

Kan Tong Po, Esq., Chief Manager.

Li Tse Fong, Esq., Manager.

Branches and Agencies:—Amoy, Canton, Hongkong, Shanghai, Hankow, Peking, Tientsin, Harbin, Yokohama, Kobe, Singapore, Rangoon, Calcutta, Madras, Bombay, London, New York, San Francisco, Los Angeles, San Pedro de Macoris, Santiago de los Caballeros, Havana, Mexico City, Vera Cruz, Panama, Colon, Cristobal, Balboa.

Every description of Banking and Exchange business transacted.

Loans, granted on approved securities.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local and Foreign Currencies on terms which will be quoted on application.

Safe Deposit Boxes To Let.

KAN TONG PO, Chief Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000

Reserve Fund £3,000,000

Reserve Liability of Proprietors £3,000,000

Agencies and Branches:—ALOR STAR, ILILO, SAIGON, AMSTERS, IPOH, SEMARANG, BANGKOK, KARACHI, SHANGHAI, BATAVIA, KLANG, SINGAPORE, BOMBAY, KORE, SITTAW, CALCUTTA, KUALA, SOERABAYA, CANTON, LUMPUH, TAIFING, CAYENNE, KUCHING, TIENTSIN, Cebu, MANILA, YOKOHAMA, DUBLIN, MEDAN, (Buket), HAIIPHONG, NEW YORK, TIENTSIN, HANKOW, Peking, YOKOHAMA, HANKOW, (Peking), YOKOHAMA, HARBIN, Peking, MANBOANG, HONG KONG, RANGOON.

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for One Year or shorter periods at rates which will be quoted on application.

"The Bank's Head Office in London undertakes Executor & Trustee business, and claims recovery of British Income Tax overpaid, on terms which may be ascertained on application."

A. BREARLEY, Manager.

THE CHASE BANK.

15, QUEEN'S ROAD CENTRAL.

HEAD OFFICE: 18, FINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK, with Resources over U.S. \$2,027,000,000.00.

D. M. BIGGAR, Manager.

AGENCIES.

The London Office of the HONG KONG DAILY PRESS, 53, FLEET STREET, E.C.4, is constantly receiving enquiries from Home Manufacturers regarding Suitable Firms to act as Agents for their products in Hong Kong and South China.

If local Companies desirous of taking up further Agencies will let us know the lines in which they are interested the information will be forwarded to London and passed on to interested parties as opportunity offers.

This Service is offered to our Readers without charge and, of course, no obligation is incurred on either side.

The Required Information should be sent to the

HONG KONG DAILY PRESS, Ltd.

11, ICE HOUSE STREET, Hong Kong.

HONG KONG TIDE TABLE

From June 23, to 29, 1936.

HIGH WATER. LOW WATER.

Day of Week. Date of Month. Time. Height. Day of Week. Date of Month. Time. Height.

Tue. 23. 11.10. 4.2. 1.44. 3.3.

Wed. 24. 11.26. 6.9. 1.43. 0.8.

Thur. 25. 12.0. 6.3. 1.20. 1.2.

Fri. 26. 12.55. 5.6. 1.03. 1.8.

Sat. 27. 13.11. 5.0. 0.70. 3.8.

Sun. 28. 13.56. 4.4. 0.15. 2.4.

Mon. 29. 14.26. 3.1. 1.10. 3.5.

15.25. 5.6. 1.24. 3.7.

17.44. 5.6. 1.24. 3.0.

HONGKONG METEOROLOGICAL REGISTER.

Hong Kong (Victoria), June 22.

Previous On Date On Day at at Day at at

Barometer... 29.72 29.79 29.74

Temperature... 86 87 81

Humidity... 72 73 87

Wind... Direction SW S W

Force... 3 2 3

Weather... B. C. B.

Rain... 0.0 0.0 0.0

Highest open-air Temperature, 31.88

Lowest open-air Temperature, 22.00

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing Showers; S=Squalls; R=Rain; T=Thunder.

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